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The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/8 9/16.

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HONG KONG, MONDAY, OCTOBER 6, 1930.

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GRIM TRAGEDY OF THE AIR

SURVIVORS' VIVID STORY.

R.101 BLOWS UP WHILST PASSENGERS ARE SLEEPING.

PUBLIC ENQUIRY TO BE HELD.

Graphic accounts of the manner in which the ill-fated British airship R.101 met disaster at Beauvais yesterday have been received from the few survivors of the blazing wreckage, three of whom were saved by the bursting of a water tank. A French eye-witness describes the bodies in the cabin as being "like twisted lumps of burned cheese."

The total number of casualties is now computed at 47 dead, and eight injured, three being listed as missing. The dead include Lord Thomson, the Minister for Air, and Sir Sefton Branner. In a message of sympathy, the German Labour Party consoles the British Government on the loss of one of its "most brilliant Ministers."

Aeronautical experts are now on the scene of the disaster, collecting evidence and information, which will be produced before the official British and French enquiry, and the public enquiry to be held in Britain shortly.

TRAGIC SUDDENNESS OF DISASTER.

Beauvais, Yesterday. It has now been ascertained that when the disaster occurred only 12 men were engaged in navigating the R.101, all the others being asleep.

The suddenness of the catastrophe is shown by the discovery in the engine room of one engineer, almost incinerated, still clutching a spanner. A French eye-witness said that when the airship was burning he could see the bodies in the cabin, "like twisted lumps of burned cheese."

Union Jack Saved.
The half-burned Union Jack, still fluttering at the stern of the R.101 was removed this afternoon and handed to the British military attaché. Batches of coffins are arriving and the bodies are being most carefully placed in. Some are so shrivelled that they can fit children's coffins. The crowd of spectators is ever growing and dozens of aeroplanes are flying overhead.

A Ghastly Glare.
When the R.101 passed over Beauvais she was very low and the engines, being very noisy, woke everybody and frightened the children. A terrific wind was blowing and the airship seemed to be drifting sideways. She disappeared behind rising ground to the south and an instant later a crash shook the houses of Beauvais four miles from the scene of the accident to their foundations. Then a ghastly yellow glare shone in the sky for five minutes.

Gas Causes Explosion.
In connection with the question as to whether the R.101 was damaged before the disaster, it is noteworthy that a quantity of the airship fabric was picked up two miles from the wreck. Statements from survivors show that the airship dipped twice before finally falling to the earth from a height of about 2,000 feet. When flying at about 55 miles an hour she crashed nose first. An explosion followed and she immediately burst into flames, which swept the envelope from end to end. Undoubtedly it was the hydrogen gas and not the heavy oil fuel which exploded the gas valves, which were found blown out from the wreck.

Sir John Salmond and Colonel Bone, the British Air Attache in Paris, visited Mairie Village, Allone, and paid homage to the dead, whose coffins were laid on trestles covered with sheets and decked with wreaths. A number of coffins was opened, but identification so far is impossible.

Three Missing.
London, Yesterday. The Air Ministry announces that the Air Council propose to arrange a public enquiry into the loss of the R.101, to be held in Britain, subject to co-ordination with the arrangements being made by the French Government.

casualty list is 47 dead and eight injured. This leaves three missing.

Survivors' Story.
Paris, Yesterday. An official enquiry into the R.101 disaster will be jointly carried out by the British and French experts. A survivor, Leech, gave a graphic story in which he said that he was in the navigation cabin when the air-



Sir Sefton Branner.

ship was overtaken by a terrible storm at Beauvais. She appeared to be pitching dangerously and made headway very slowly. He had no idea at what height he was navigating, and had to resist the force of the wind with all his might.

Then the airship began to feel the weight of the rain and respond badly to the motors, which he ordered to be driven at full speed, in order to try and obtain an altitude. Suddenly the disaster occurred, and the nose of the airship, after dipping twice, violently struck the top of a small hill. A terrible explosion followed and everything began to blaze. Hurling himself against the cabin wall, and smashing it with anything that came to hand, he managed to make an opening and dashed through the flames.

Binks and Bell also had a very dramatic escape. They thought their last moment had come, when the reserve water tank overhead burst and drenched them and they were hurled out unburned.

Experts on the Scene.
Sir John Salmond, Chief of the Air Staff, accompanied by Air Commodore F. V. Holt, Director of Technical Development, flew this morning to the scene of the disaster of the R.101. A party of nine experts, including Squadron Leader R. S. Booth, Captain of the R.100, flew over from Croydon to France later to assist in the collection of information in regard

WAR HERO'S FLIGHT. ANOTHER ATTEMPT MADE ON HINKLER'S RECORD.

TO VISIT HIS PARENTS.

London, Yesterday. Flight-Lieut. C. W. Hill started from Lympne aerodrome this morning in a Moth machine on a flight to Australia to visit his parents in Queensland. He hopes to beat Bert Hinkler's time.

Hill was the hero of a dramatic escape from a Turkish prison camp during the War, after feigning madness.—Reuter.

to the circumstances of the accident.

German Sympathy.
Berlin, Yesterday. The Government sent a message of warm sympathy with the British Government on the loss of the R.101. The Executive Committee of the Socialist Party sent a message from the Labour Party sympathising with the British Government in the loss of one of its most brilliant Ministers.

Dr. Eckner, who learned of the catastrophe at Leipzig, where the Graf Zeppelin landed in the course of her flight was very shocked, as he had many personal friends among the victims. Dr. Eckner and other German airship experts express the opinion that the British airships are rather heavy.

Official Statement.

Beauvais, Inter. The British Air Ministry representative states officially that 47 bodies have been recovered and three are still missing. It is noteworthy that the authorities are basing their searches for the victims on the very positive statements of the survivors that there were 58 men aboard the R.101 when she left Cardington.

Cause of Disaster.
Beauvais, Inter. The Air Ministry's representative has officially stated that the cause of the disaster is not yet definitely ascertainable, but there is every reason to suppose that no explosion occurred until the airship touched ground.—Reuter.

Figures Wrong.
London, 11.9 a.m., To-day. The Air Ministry, London, state that the discrepancy in the

casualty figures cabled from Beauvais as those issued by the Air Ministry is possibly due to the fact that the French figures were based on the statements of the survivors, who were probably without an exact knowledge of the number of people aboard the airship.—Reuter.

Smoking Debris.
Rugby, Yesterday. The airship was passing over the Village of Allone, just outside Beauvais, in a heavy storm. She seems to have struck hilly ground. There was one or more violent explosions and the airship sank to the ground in a sheet of flame.

Assistance came promptly from villagers and from the Beauvais police, military officers and doctors hurrying to the scene. Parts of the airship had been scattered in all directions and the debris continued to smoke until mid-day to-day.

The few survivors were quickly hurried to hospital, and this morning the bodies of 46 victims, many unidentifiable, were collected. The clothes had been burnt off most of them, but some bodies were identified by their rings and watches, among them being that of Lord Thomson. To-day the French Air Minister, M. Laurent Eynac, and other French officials, were early on the scene.

The cause of disaster cannot at the moment be definitely stated. Air Chief Marshal Sir John Salmond, Chief of Air Staff, with Air Commodore Holt, Director of Technical Development, and other officials, flew over this morning to assist at the investigation of the French authorities. It appears, however, that although bad weather with heavy storms was en-

(Continued on Page 7.)

BARRACKS YIELD TO MOB OF RIOTERS.

Surrender After One Officer Is Killed.

MORE REVOLUTIONS!

New York, Yesterday. A message from Rio de Janeiro states that the Brazilian Chamber of Deputies has passed a resolution enforcing martial law in the three States, Rio Grande do Sul, Minas Geraes, and Parahyba, where revolutions are reported. Buenos Aires, Yesterday. News from Brazil is being strictly censored. A crowd of rioters at Santana are reported to have captured a General and several officers of the Federal forces in an hotel. They then surrounded the cavalry barracks, which surrendered after one officer had been killed and three men hurt.

Credit Demanded.
It is officially stated that the Governments of the States of Rio Grande do Sul and Minas Geraes are supporting and directing the disturbances. The Federal Gov-

LIVES OF THE DEAD.

Reminiscences Of A Local Resident.

A resident of the Colony, who served in the Air Force during the War and who during that time became personally acquainted with several of the officers who lost their lives in the disaster to the R.101, has kindly supplied us with the following reminiscences, as he says, "they are only recollections, but may be taken as more or less correct." He adds: "This disaster wipes out all the No. 1 pilots of airships who survived the War. According to my log, I have also flown with Johnstone (one of these killed) but can remember nothing of him." Wing Commander Colmore was Inspector of Airship Stations during the War. Major Scott—Originally Midshipman in the Navy.



The ill-fated airship R.101 in flight.

joined the R.N.A.S. (Royal Navy Air Service) in 1913. During the early part of the War he flew "Blimps" on submarine patrols in the North Sea, being stationed at East Fortune near Edinburgh. When the War ended he was in command of the R.24 the then biggest airship in England. A quiet and reserved man (also being extraordinarily good looking).

Flight Lieut. Irwin—A charming man and educated in Ireland—he represented that country in Cross Country running (and, I think, "Rugger." He joined the R.N.A.S. at the outbreak of War. Was contemporary with Major Scott at East Fortune and commanded airship N.S.7, which was then one of the largest Non Rigid airships in the Service. This airship was struck by lightning off Newcastle in 1919 and was lost with all hands. Irwin was on leave at that time.

Squadron Leader Johnson—Was also at East Fortune with me but can recollect nothing about him. These officers were friends of Capt. Kirkhead, who lost his life on a Napier Super-Marine whilst practising for the Schneider Cup.

Government have asked Congress, besides voting for martial law, also to vote for the credits necessary to suppress the movement rapidly. **Political Perment.**
New York, Yesterday. Reports from Buenos Aires state that 300 people are said to have been arrested at Rio de Janeiro in connection with the political ferment in Brazil. Fighting is reported in the states of Minas Geraes and Rio Grande do Sul. It is understood that there is strict censorship on cables from Brazil. Reuter's American Service.

Buenos Aires, Saturday.
A plea for a writ of Habeas Corpus made on behalf of ex-President Irigoyen on the ground that his arrest was unlawful has been rejected by the Courts. Reuter's American Service.

"FATHER SAW ME."

PARENT GIVES SON AWAY TO POLICE.

JAIL FOR ELECTRICIAN.

A Chinese was to-day charged before Mr. H. R. Butters with the larceny of three electric switches from 6, Maple Street, Shamshuipo. He pleaded "guilty" to the charge. Police Sergeant H. G. Baker told the Magistrate that the defendant was an electrician by trade, and went into the house to repair something. He purposely put the three switches out of order, so as to take them away. He tried to carry out the theft, as planned, but was caught. There was nothing known about the man.

His Worship: Six weeks' hard labour.

Accused: Mr. Interpreter. May I say a few words about this case to his Worship.

His Worship: Yes.

Father Saw Me.
Defendant: "I did not steal the switches. I took them away. Father saw me and he blew a police whistle, and I was arrested. I did not steal them, and I told a little girl about it. These switches were on a wall which was not safe. I told this little girl that I was going to take them away, and replace them very soon."

The girl was produced in Court and she said that defendant did not say anything to her about the matter. She was working at the time. Mr. Butters: Six weeks.

LADIES SHOT.

TROOPS ATTACK REDS' HEADQUARTERS.

GO-BETWEEN A CAPTIVE.

Shanghai, To-day. Reuter's correspondent at Kienning states that on September 17 the go-between left the Communist headquarters in North Fukien for Kienning to make final arrangements with the British Consul, Mr. Martin about the ransom for the Misses Harrison and Nettleton. Chinese troops on September 20 attacked the Communist headquarters, whereupon the Com-

munists, falsely asserting that the go-between had treacherously instigated the attack, shot the hostages.

The go-between returned to the Communist camp on September 23 with the ransom, only to learn that he was too late.

The go-between has now been detained by the Communists.—Reuter.

NEW CONSUL-GENERAL.

The s.s. Tevere, inaugurating the Lloyd Trestino new express service to the Far East, is due here to-morrow at 6 a.m. with Count and Countess Ciano as through passengers. They are going to Shanghai where the Count takes up the post of Italian Consul-General.

She: "How far can your ancestry be traced?"
He: "Well, when my grandfather resigned his position, as cashier of a country bank they traced him as far as China, but he got away."

connection with the political ferment in Brazil. Fighting is reported in the states of Minas Geraes and Rio Grande do Sul. It is understood that there is strict censorship on cables from Brazil. Reuter's American Service.

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TELEPHONE COMPANY

SUMMONED.

Excavations and Light

Warning.

NORTH POINT INCIDENT.

The Hong Kong Telephone Company, Limited, were summoned before Mr. R. E. Lindsell at the Central Magistracy this morning, for having failed to provide sufficient warning in and around excavations made by them at North Point.

Mr. O. E. C. Marton appeared for the defence and entered a plea of "Not Guilty."

Car in Ditches.

The case for the prosecution was outlined by Sergeant Armit was that, on September 19, an Indian driver of a public car, Kartar Singh by name, made a report at the Shaikwan Police Station at about 10 p.m. to the effect that his vehicle had fallen into some ditches dug by the Telephone Co.

He proceeded to the scene and found the vehicle on the Shaikwan Road, about 160 yards to the east of the Hong Kong Electric Power Station. The car's front and rear wheels were stuck in two separate excavations and was turned to an angle of about 40 degrees. The vehicle just left enough room for a single tram to pass.

Two Trenches.

Describing the excavations, witness said that there was a long trench at one end of the road, and another trench at the end. From the first trench, going eastward there was a space of about 75 yards of good road. At the first trench there was a light and a warning board, but the wick of the lamp was turned so high up that the whole of the top of the red glass was blackened with soot. After going about 75 yards of good road, there was a series of nine holes, and after the holes came the other trench. At this trench there was also light and warning board, but the lamp was blackened in the same way as the first.

Intersecting Bend.

Cross-examined by Mr. Marton witness said that he would not take the first warning as to cover the whole length, for the simple reason that there was a space of 75 yards of good road after the first light. From the place where the first light was, the second light could not be visible because a bend intersected.

Mr. Marton informed his Worship that that was his case. He maintained that where the first lamp was, the other lamp at the eastward end was also visible, unless obliterated by a passing tram. If his Worship held against him that the first light was not sufficient warning he had nothing more to say.

Mr. Lindsell said that on the face of the case, he could not agree that the first light was sufficient warning to cover the whole area, unless the second light was visible from that spot.

Mr. Marton said that he could call a watchman who put up the lights and he would say that the lights were visible from end to end. It was a matter as to whom to believe.

Magisterial Visit.

The Magistrate: That's easily done, I can go down and visit the scene of the excavation.

Mr. Marton: Would your Worship like to go down now? A representative of the Telephone Co. is in Court and he could produce a motor car to take us down.

The Magistrate: Yes, we will go down and adjourn the case until to-morrow at noon.

The case was accordingly adjourned.

EXCHANGE OF CRUISERS.

London, Saturday.

Mr. J. H. Scullin (Prime Minister of Australia) announced, after a consultation with the British Government, that it has been decided to defer the arrangement for the exchange of the Australian cruiser Canberra with H.M.S. Shropshire for this year.—British Wireless Service.

COUNTERFEIT COIN.

WOMAN FAILS TO CONVINCE MAGISTRATE.

HARD LABOUR IMPOSED.

Detective Sergeant W. E. Meadows to-day charged Wong Ho, a married woman, before Mr. H. R. Butters, with the unlawful possession of 104 pieces of false counterfeit coins, resembling or apparently intended to resemble or pass for the King's current silver coins, with intent to utter the same.

The woman pleaded: "I gave \$13 to a relative of mine and she gave me these coins in return."

Mr. Butters: Where is your relative?

Accused: He has gone to the country.

His Worship: Did you know that these coins were bad or not?

Woman: I did not know.

His Worship recorded a plea of "Not Guilty."

All Bad Coins.
Chun Kwan-ting, master of the Pung Wah Hing money changer shop, 72 Tai Nam Street, said that all the coins (104 ten cent pieces) were bad, being light in weight and dark in shade. The majority of them were dated 1899.

The woman, from the dock, said that she had no questions to put to witness, and added: "I did not know that they were bad."

His Worship: (to witness): Could any ordinary person tell that these coins were bad?

Witness: I can't say.

His Worship: Do you think an ordinary person would be mistaken by them?

Witness: Yes, quite.

Detective P.C. Tsui Or said that at about 6.30 a.m. on Saturday he was on duty at the junction of Lai Chi Kok Road and Prince Edward Road. Acting on information received he arrested the accused who was walking in the street. He took her to the Shamshuipo Police Station, where, on search being made, two rolls of bad coins (amounting to \$10) were found concealed in accused's umbrella, which she carried. She attempted to throw 40 cents (which was also false) away, but was prevented from doing so by the detective, who held her right hand. A little over six dollars in good money the accused kept apart on her person.

Just From The Country.
The accused: "I have just come from the country. I wanted to go to see my sister in Un Long. She is giving a feast and I wanted to attend it. I came down about three days ago from Sunning. My relative gave me this money in exchange at the Macao wharf, on the Hong Kong side."

Mr. Butters: Why did you get this money?—I wanted to go to the feast. My relative told me to change all my money. I know he is gone, because I saw him go on the boat.

In reply to further questions, accused said that she put \$10 in her umbrella for fear of the "Ngau wong chai," (rascal) stealing it.

The Magistrate convicted, and passed sentence of four months' hard labour. He ordered the confiscation and destruction of the coins.

FINE TO-DAY.

To-day's weather report from the Royal Observatory states:—

A belt of high pressure extends from the Upper Yangtze Valley to East of the Bqina. Forecast:—E. winds; moderate; fine.

Rainfall.
Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 94.75 inches against an average of 77.32 inches.

Temperature.
The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	71
Macao	70
Pratas Island	79
Manila	74
Poochow	69
Anoy	79
Swatow	66
Chiofoo	56
Shanghai	56

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MISCELLANEOUS

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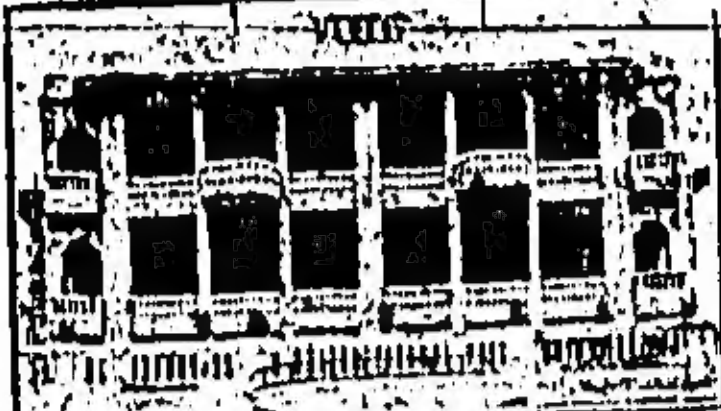
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Royal Engineers' Yard,
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The following Government Stores:
Ground Sheets, Tentage, Oils,
Brass, Copper, Gunmetal, Wrought
Iron, Steel, Zinc, Blankets, Mos-
quito Netting, Brass Cylinders,
Drums, Khaki Drill Clothing, etc.
Engineer and other Ordnance
Stores.

Catalogues can be obtained from
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senal Yard, Queen's Road East,
or from the Auctioneer.

TERMS OF SALE:—Cash on
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the fall of the hammer. All Lots
to be cleared within seven days.

LAMMERT BROS.,
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Hong Kong, October 1, 1930.

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GOVERNMENT NOTICES

NOTICE IN REGARD TO
AMBULANCES.

THE PUBLIC is informed that
the New Telephone Directory
contains no reference to "Ambu-
lance Stations." The following
information is therefore pub-
lished:—

AMBULANCE STATIONS:

Hong Kong Islands.

Motor, Central Fire Station,
Dial 39, Sub. Ex. 60

Motor, Central Fire Station,
Dial 30303

Hand Ambulances,
Central District

Dial 39, Sub. Ex. 22

Hand Ambulances,
Eastern District

Dial 39, Sub. Ex. 16

Hand Ambulances,
Western District

Dial 39, Sub. Ex. 21

Kowloon.

Motor, Kowloon Fire Station,
Dial 58071, Sub. Ex. 506

Hand Ambulance, Kowloon
Disinfecting Station

Dial 58071, Sub. Ex. 518

Hand Ambulance, Kowloon
City Police Station

Dial 58071, Sub. Ex. 527

E. D. C. WOLFE,
Inspector General of Police.

Hong Kong, October 4, 1930.

**AMUSEMENT
NEWS**

QUEEN'S present John Gilbert
in "Redemption." The picture is
said to contain a number of re-
markable reproductions of scenes
in regal Russia as it existed before
the war. One of the sets, on which
report runs, a vast amount of time
and money was spent, is that of
an orthodox Russian wedding in a
huge cathedral. A talkie film.

CENTRAL features Gary Cooper
in "Seven Days Leave." Cooper,
acting in his first starring vehicle,
performs the part of Kenneth
Dowey, a soldier-orphan of the
Canadian "Black Watch" reg-
iment, who becomes the adopted
son of a pathetic charwoman
widow, played by Beryl Mercer,
the Mrs. Gubbins of "Three Live
Ghosts." A talkie film.

MAJESTIC presents Jack Holt
and William Powell in "The
Vanishing Pioneer," a Zane Grey
story of the early pioneering days.
The trek across a waterless de-
sert, the finding of flashing waters
and the fight to keep them, form
a splendid background for a
romantic drama of high standard.
As an added attraction Dot Faye
and her pupils give a delightful
dancing display. A silent film.

STAR features Norma Shearer
and Lew Cody in "The Demi-
Bride," a French farce. Norma
has the role of a saucy and mis-
chievous French school girl. A
silent film.

WORLD presents a Chinese
drama "Two Butterflies." A silent
film.

FLIGHT TO BRITAIN.**AUSTRALIAN HAS ANOTHER
DISASTER.**

Rangoon, Saturday.
Captain Cunningham, the Aus-
tralian airman who is attempting
a flight to Britain, is reported to
have crashed near Kyaukpui, but
is unhurt.—Reuter.

[Capt. Cunningham has been
dogged by ill-luck ever since he
commenced his flight. He de-
veloped magno trouble in
Batavia and on September 15 was
forced to land in a swamp near
the R.A.F. aerodrome in Singa-
pore. He had previously dis-
covered a petrol leak but kept on until
his engine stopped. The machine
was damaged but Cunningham
was not injured.]

ROYAL BETROTHAL**FIANCEE'S RELIGION THE
STUMBLING BLOCK.**

Rome, Saturday.
Rumours of the impending en-
gagement of King Boris of Bul-
garia and Princess Giovanna of
Italy have long been current, and
it has been an open secret that
the question of the consent of the
Pope to the union has been the
stumbling block, owing to the fact
that King Boris is a member of
the Greek Orthodox Church. A
formula has now been found to
overcome the difficulty.

King Boris is 36 and Princess
Giovanna will be 23 next month.
King Boris came to the Throne in
1918, on the abdication of his
father, King Ferdinand.—Reuter.

MR. LENOX SIMPSON.**EXECRABLE VIEWS OF THE
PEKING LEADER.****EDITOR'S APOLOGY.**

Shanghai, Saturday.

While the personal protest by
foreign correspondents in Peking
have called forth an apology
from the Chinese editor of the
Peking Leader regarding an
execrable leading article in
which it was stated that there
was nothing surprising in the at-
tempt on Mr. Lenox Simpson, as
war is war, and Mr. Simpson was
presumably expected to sit safe
and fill his pockets while thou-
sands went to their death in the
rebellion, that he aided and abet-
ted the rebels, and adding that
there is no reason why a foreign-
er meddling in the conflict
should expect to do so with im-
munity, the North China Daily
News strongly criticises the re-
port that a leading Kuomintang
official in Nanking on Thursday
afternoon categorically asserted
to the Press that the National
Government would not be respon-
sible for the personal safety of
Mr. Simpson in Chinese territory.
The Daily News points out that
the deductions from this are
obvious and hopes that prompt
steps will be taken to remove the
unfortunate impression which the
statement has created, remarking
that the absence of unequivocal
repudiation can only be regarded
as an admission that the Chinese
Government, while unwilling to
be associated with the actual at-
tack, are not devoid of sympathy
with the action of the aggres-
sors.—Reuter.

"Brutal Attack."

Nanking, Saturday.
The Finance Minister, Mr. T. V.
Soong, interviewed to-day, stated:
"So far as Mr. Simpson is con-
cerned, however we may person-
ally sympathise with the victim
of so cold blooded and brutal an
attack, we cannot blind ourselves
to the plain fact that his crimes
against the Government and the
people of China were deserv-
ing of the severest punishment
by the due process of law. What
due process the law entails in
this case we are unfortunately on
ground not equally sure. While
he was allowed to retain extrali-
rights as a British subject, there
are evidently no means by which
he may be brought to book for
offences against the Government
solely recognised by his own
Government. For the outrage it-
self there can be nothing but the
strongest condemnation, and it is
hoped that the perpetrators will
be speedily arrested and punish-
ed."—Reuter.

SERFDOM TO END.**PRUSSIA MAY ENTER UPON NEW
REGIME.****HITLER AS LEADER.**

Berlin, Saturday.

Dr. Goebbels, in a speech to-day
announced that the Nazis (Hitler
Fascists) next move will be to
demand a plebiscite for the dis-
solution of the Prussian Diet and
a fresh election on December 10.
The Nazis will then take over the
Prussian Ministry of the Interior
and the Presidency of Berlin
Police. Thus a "Third Reich,"
led by Hitler himself, will arise
out of Prussia.

At the conclusion of his speech
an enthusiastic audience sang a
"Fascist song containing the lines,
"Hitler's banners will soon wave
over the barricades, and the time
of serfdom soon will be past."

The Judge Unpopular.

Leipzig, Yesterday.
A frantic Fascist outburst
greeted the sentences. The up-
roar inside and outside the Court
house drowned the presiding
Judge's concluding remarks.
Shouts of "Wake up, Germany,"
resounded in the public square to
the accompaniment of thousands
of Fascist Swastika emblems
sung into the air. Mounted
police drove the demonstrators
into the side streets. The pro-
ceedings inside terminated with
the ejection of a woman hysteri-
cally shouting, "the highest Court
has betrayed us, Germans."—
Reuter.

IN ARGENTINE.**HABEAS CORPUS PLEAS FOR
IRIGOYEN FAIL.**

Buenos Aires, Saturday.
A plea for a writ of Habeas
Corpus made on behalf of ex-
President Irigoyen on the ground
that his arrest was unlawful has
been rejected by the Courts.—
Reuter.

BRITAIN OUTRAGED.**MURDER OF MISSIONARIES
CREATES FURORE.****PRESS SCATHING.**

London, Saturday.

No incident could have thrown
into greater prominence the ab-
surdity of according official treat-
ment to the Nanking political
junta than the murder of Miss
Harrison and Miss Nettleton, the
British missionaries, says the
Daily Telegraph. "Yet, while we
hear of the latest outrage, nego-
tiations are still continuing with a
view to the surrender of the Bri-
tish extraterritorial status.

The Times says that it is patent
that the insecurity of foreigners
in many parts of China makes it
difficult to understand why Nan-
king is so anxious to put the cart
before the horse by demanding
the abolition of foreign privileges
before it has abolished or even
diminished brigandage.

The Morning Post says that
the Concessions and Treaty ports
protected by the British Navy
form the only securities for fore-
ign lives in China. It would be an
inhuman and cruel betrayal to a
Government unable or unwilling
to maintain the law and justice
essential to their security.—
Reuter.

CIVIL WAR.**UKRAINIANS RISING AGAINST
POLAND.****SUPPRESSION RESENTED.**

Berlin, Saturday.

Reports from Warsaw state
that a grave situation has arisen
in the Polish Province of East
Galicia following the repressive
measures taken by the Polish
Government against the
Ukrainian minority. Ukrainian
villagers are frequently setting
fire to the houses of the Polish
military settlers and shooting at
the farmers who endeavour to
extinguish the flames.

Polish cavalry regiments which
have been sent to restore order
have constantly been fired on by
snipers. The Province, it is re-
ported, is drifting toward a Civil
War.

Hundreds of the Ukrainian in-
telligentsia were recently jailed
by the Polish authorities, and
Ukrainian schools and other in-
stitutions suppressed. The
Ukrainians are bitterly complain-
ing of the harshness of the Polish
Police and Military.—Reuter.

TO OUTLAW WAR.**THE COVENANT AS A WEAPON
OF PEACE.****ASSEMBLY CLOSES.**

Geneva, Saturday.

The Assembly of the League of
Nations closed to-day with the
adoption of the report dealing
with the amendment to the Coven-
ant, directed to bring the Coven-
ant into harmony with the
Kellogg Pact outlawing war.
Lord Robert Cecil (Britain) in
the course of his closing speech,
said that he regretted that the re-
port involved the postponement
of the matter until next year, but
he was glad that progress had
been made by the alternative
draft before the Assembly.

Lord Cecil concluded with an
impassioned appeal (it probably
being the last time that he would
ever address the Assembly) to the
faint hearts not to hamper the
strong hearted in their efforts to
achieve the great objects of the
League.—Reuter.

PEOPLE'S RIGHTS.**PRESIDENT'S REQUEST IS
GRANTED.****FORM OF MARTIAL LAW.**

Havana, Saturday.

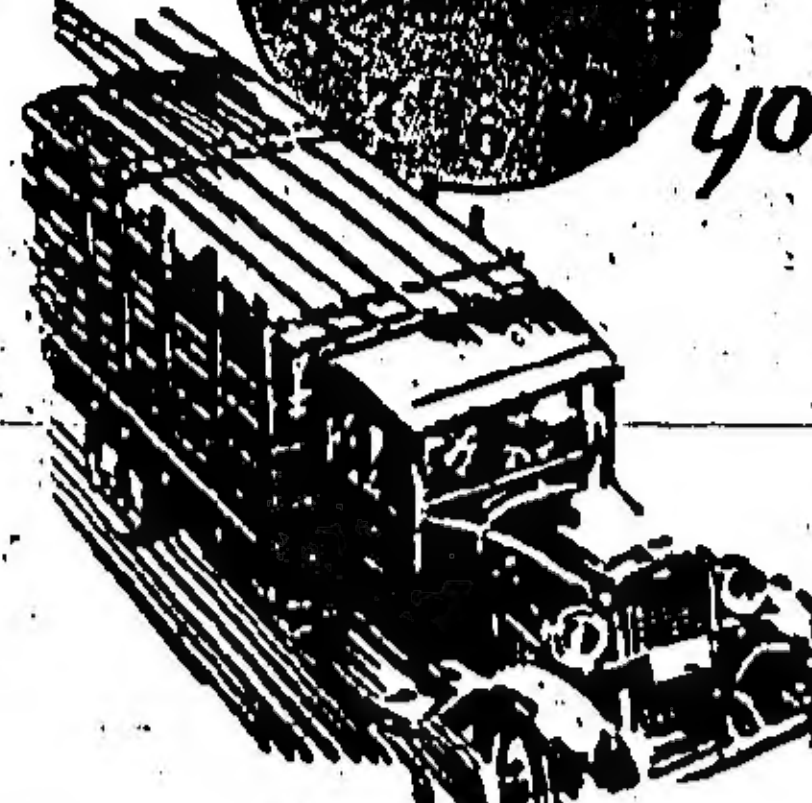
The Senate has approved Pre-
sident Machado's request for the
suspension of the constitutional
guarantees.—Reuter's American
Service.

[A message from Havana stated
that President Machado has
written to the Cuban Congress
asking for the suspension of con-
stitutional guarantees in Havana
and suburbs until after the elec-
tions on November 1.

The constitutional guarantees
are the People's Charter of
Rights, under which the exercise
of privileges of freedom of speech
is allowed. The suspension will
be tantamount to declaring a
modified form of martial law.]

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HIGH TREASON.**OFFICERS TO BE CONFINED IN
FORTRESS.****GERMAN SCANDAL.**

Leipzig, Saturday.

Scheringer, Ludin, and Wendt
were sentenced to-day to 18
months' detention each in a
fortress for jointly preparing a
highly treasonable enterprise.
Scheringer and Ludin have been
dismissed from the Army, Wendt
having resigned a year ago. The
accused's benefit over the six
months served while awaiting
their trial, the cost of which they
will bear.—Reuter.

MR. REUBEN CLARK.**APPOINTED U.S. AMBASSADOR
IN MEXICO.**

Washington, Saturday.

Mr. Reuben Clark, Assistant
Counsellor to the United States
Embassy at Mexico City, has been
appointed Ambassador in Mexico
in succession of Mr. Dwight
Morrow.—Reuter.

HONG KONG HEIGHTS

For the information of visitors
the following list of some of the
highest points on the Island and
Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
St. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1808
Tai-koo Sanatorium	1000
Mt. Davis	877
Bowen Road (Gibberdo)	297
Mainland.	Feet.
Kowloon Peak	1971
Tai-mo-shan	3124

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SHINYO MARU	Sunday, 19th October.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
HUIYO MARU	Wednesday, 22nd October.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
NAKONE MARU	Saturday, 18th October at 7 a.m.
SUWA MARU	Saturday, 1st November.
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Tuesday, 21st October.
KITANO MARU	Tuesday, 18th November.
BOMBAY via Singapore, Penang, & Colombo.	
TANGO MARU	Saturday, 11th October.
TOTTORI MARU	Monday, 27th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
BOKUYO MARU	Saturday, 20th November.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KANAGAWA MARU	Saturday, 18th October.
NEW YORK, BOSTON via Panama.	
LISBON MARU	Friday, 17th October.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	
LIMA MARU	Tuesday, 14th October.
CALCUTTA via Singapore, Penang & Rangoon.	
MURORAN MARU	Thursday, 9th October.
RANGOON MARU	Wednesday, 29th October.
SHANGHAI, KOBE & YOKOHAMA.	
KITANO MARU (Nagasaki direct)	Wednesday, 15th October.
TERUKUNI MARU	Thursday, 18th October.
ALCUTTA MARU (Mojito direct)	Saturday, 18th October.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	
ALASKA MARU	Thursday, 9th October.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
SANTOS MARU	Friday, 31st October.
BOMBAY—Via Singapore & Colombo.	
BORNEO MARU	Sunday, 19th October.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
PANAMA MARU	Wednesday, 5th November.
CALCUTTA—Via Singapore, Penang & Rangoon.	
SEATTLE MARU	Saturday, 18th October.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.	
ARIZONA MARU (from Shanghai)	Monday, 20th October.
MELBOURNE—Via Manila, Brisbane & Sydney.	
BRISBANE MARU	Monday, 6th October.
SAIPHOON—Via Hothow & Pakhoi.	
NEW YORK—Via Japan ports & Panama.	
LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND PHILADELPHIA.	
SANYO MARU	Saturday, 25th October.
JAPAN PORTS.	
CELEBS MARU	Tuesday, 7th October.
KOHO MARU	Saturday, 11th October.
KEELUNG—Via Swatow & Amoy.	
CANTON MARU	Sunday, 12th October, Noon.
TAKAO—Via Swatow & Amoy.	
KOHO MARU	Saturday, 11th October.

PASSENGER LISTS

ARRIVALS.
Per P. & O. s.s. Nellore from Australian ports yesterday:—
Mr. and Mrs. P. Bruzzo, Mr. and Mrs. T. J. Parker, Mr. and Mrs. W. A. Mackay, G. R. Rickards, Mrs. M. McMaster, Capt. and Mrs. Connor, Mrs. Woollett and child, Miss V. V. Brown, Mrs. K. G. Hobart and 3 children, Thos. H. Owens, Miss N. E. Whitlow, Miss D. J. Kirkton, Miss Mary Young, Mr. and Mrs. Hutchinson, Miss E. Pike, A. Young, Miss M. Lockwood, Miss C. H. Adolfsen, Mrs. E. Perdue, Mr. and Mrs. Phillips and 4 children.

Per s.s. President Johnson on October 4:—

Sir Shou-son Chow, Mrs. Chow Chan Shi, Mr. and Mrs. William Cox, Mr. and Mrs. Alexander Fishander, Edward Mackay, F. Schwyzer, Harold Shantz, Mrs. S. Wildman.

STEAMERS' MOVEMENTS

The C.P.S. R.M.S. Empress of Japan arrived at Woosung on October 4 (Sat.) at 9 a.m., left Woosung on October 4 (Sat.) at 7 p.m., and was due at Kobe on October 6 (Mon.) at 4 p.m. She leaves Kobe on October 7 (Tues.) at 3 p.m.
The P. & O. s.s. Morea left Singapore for this port on October 5 at 10 a.m. with the outward British Mails, and is due here on October 9 at about 9 a.m.

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MARITIME PARLEY. VOLUNTARY INSURANCE OF OCEAN PASSENGERS.

Antwerp, August 2.
The Comité Maritime International, an organisation which for many years has been endeavouring to bring about world-wide unification of maritime law, opened its seventeenth conference at Antwerp on Friday, and will continue in session until Tuesday.

The Comité has pursued an essentially practical policy, based on co-operation between business men—mainly ship-owners and underwriters—and commercial lawyers. It has prepared a number of international conventions, and some of them have become effective (after being confirmed at diplomatic conference) by the enactment, in the various maritime countries, of legislation modelled upon the conventions. Other more recent conventions, which the Comité has promoted, though endorsed at official diplomatic gatherings, have failed, either partially or wholly, to inspire legislative action, and one of the matters being discussed at the present conference is the delay in many countries in effect being given to conventions dealing with (1) limitation of shipowners' liability; (2) maritime mortgages and liens; (3) uniform clauses for bills of lading (The Hague rules); and (4) immunity from liability of State-owned ships.

Two subjects appear upon the agenda in addition to the third already mentioned—namely, delay in giving legislative effect to conventions already prepared. The first of these two is the insurance of ocean passengers, which has engaged attention at previous gatherings, and has, in the course of discussion, undergone transformation from a compulsory to a voluntary basis.

Earlier Proposals.
The question of the compulsory insurance of passengers was originally brought forward at the Copenhagen Conference in 1923 by Sir Norman Hill. Faced with the prospect of legislation by various Governments imposing obligations as to the carriage of emigrants, shipowners came forward with a scheme for the compulsory insurance of all passengers.

An international convention was to be drawn up, and, in conformity with the convention, passengers' rights of action were to be barred by legislation in all countries. In substitution a scheme was to be set up for insurance in cases of death or injury by accident, with payment of compensation irrespective of whether the accident was or was not due to negligence.

Though supported by British shipowners, the scheme was regarded unfavourably by the shipowners of a number of other countries, and no definite progress was made.

Subsequently the subject was discussed by another representative body of shipowners—the International Shipping Conference—in London in 1928, and it was resolved that the proposals could only be made effective if introduced by way of voluntary contract, and not by means of a convention, bearing in mind, nevertheless, that voluntary contracts would be of no value unless recognised in the law courts of all countries.

Validity Doubts.
It has been stated that probably only about £250 in respect of death claims and smaller amounts for disablement could be provided without increasing the cost of travelling. Moreover, there are doubts whether, under existing laws, the scheme would be valid, and some groups of shipowners continue to be opposed to the proposal.

The remaining question to be discussed by the Antwerp conference is suggested by the "Lotus" case. That, it may be recalled, was a case of collision between French and Turkish ships on the ship seas, resulting in loss of Turkish lives. The judgment was that no breach of international law had been committed by the criminal trial of a French officer in Turkey.

The suggestion has now been put forward that the Comité should prepare an international convention laying down rules for cases of this kind. While a solution might conceivably be worked out, doubt may be expressed—and this may be the view of some of the delegates to the conference—whether the matter is of sufficient practical importance for treatment in that way.

At the opening of the proceedings on Friday delegates were present from Germany, Belgium, Denmark, the United States of America, France, Great Britain, Greece, Italy, Japan, Norway, the Netherlands, Portugal and Sweden.

M. Louis Franck, who was formerly a prominent advocate in commercial cases, but is now Governor of the National Bank of Belgium and a director of the Bank for International Settlements, was on the proposal of Sir Leslie Scott, K.C., elected as President of the conference.

After an inaugural address of welcome by M. Hymans, Belgian Foreign Minister, and the election of national vice-presidents of the conference, reports were received as to the delay in giving effect to the conventions above referred to.

M. Louis Franck stated that the International Chamber of Commerce and the Inter-Parliamentary Union were supporting ratification. He himself had been favourably received in interviews he had with Signor Mussolini (Italy) having since ratified all four conventions, with M. Briand, with Mr. Hoover (when head of the United States Department of Commerce), with the German Foreign Secretary and with M. Venizelos, the Greek Premier.

American Efforts.

The position in various countries was then stated by national delegates, who gave a variety of explanations of delay. The most striking statement was that of Mr. Catesby Jones (United States), who declared that since the Vestris disaster brought the matter before the American people, efforts have been made to extend shipowners' liability rather than confirm any limitation of it. Indeed, it had been suggested that there should be no limitation.

Resuming on Saturday, the conference, after hearing further international reports on the four international conventions, adopted a resolution to the effect that the conference, taking into consideration that the uniformity of the law of the seas was unanimously desired by international commerce, appealed to the Governments and Parliaments interested in order that the maritime conventions signed on Brussels in 1924 and 1926 be ratified at the earliest possible moment, and that the measures required to give them force of law in the various countries.

Passenger Insurance.
The conference next turned its

attention to the question of the insurance of ocean passengers.

Sir Norman Hill, after summarising the past history of the passenger-insurance project said that, if they did nothing, the question would pass finally from their hands. Whether it would be taken up in other quarters he did not know, but Geneva had held its hand in the expectation that they would solve the difficulty. The question was, were the present conditions to be changed, and, if so, was the change to take the form of a system of insurance.

The new factor in the situation was the suggestion that the insurance system should be brought into operation by way of voluntary contract, and not by means of a convention. The terms and conditions of the voluntary contract must be settled as the result of collective bargaining.

On the question whether laws established as a matter of public order for the protection of passengers should be varied by the agreement of the parties, the answer was that the maritime nations had been bringing the building, equipment and operation of passenger ships more and more under State supervision. With the Safety at Sea and Loadline Conventions in operation, could the interests of public order be imperilled by the adoption of the insurance scheme?

It might be that some national laws would need alteration to secure full recognition for the contracts incorporating the scheme, but that was no ground for holding their hands.

Mr. C. D. Asser (Netherlands) said that the proposed basis of contract was, practically the same as that of an international convention, and the Dutch delegation maintained its objections. Moreover, there were legal objections to the present modified proposals. After further debate the conference adjourned, deferring any decision on this matter to a subsequent sitting.

WARSHIPS IN PORT

The following British warships are in harbour to-day:—
Serapis—South wall.
Seraph—West wall dock.
Moth—East wall.
Sepoy—North arm.
Cornwall—No. 6 buoy.
Magnolia—In dock.
Sterling—North arm.
Tamar—Basin.
Foreign.
Adamastor—Portuguese cruiser.
Uji—Japanese gunboat.

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Empress of Canada	Oct. 30	Nov. 2	Nov. 4	Nov. 14	
Empress of Russia	Nov. 12	Nov. 15	Nov. 18	Nov. 25	
Empress of Japan	Nov. 27	Nov. 30	Dec. 2	Dec. 12	
Empress of Asia	Dec. 10	Dec. 13	Dec. 16	Dec. 27	
Empress of Canada	Dec. 23	Dec. 26	Dec. 29	Jan. 9	
Empress of Russia	Jan. 6	Jan. 9	Jan. 12	Jan. 24	
Empress of Japan	Jan. 20	Jan. 23	Jan. 26	Feb. 20	
Empress of Asia	Feb. 3	Feb. 6	Feb. 9	Mar. 14	
Empress of Canada	Feb. 17	Feb. 20	Feb. 23	Mar. 27	
Empress of Russia	Mar. 3	Mar. 6	Mar. 9	Apr. 11	
Empress of Japan	Mar. 17	Mar. 20	Mar. 23	Apr. 17	
Empress of Asia	Apr. 1	Apr. 4	Apr. 7	May 4	
Empress of Canada	Apr. 15	Apr. 18	Apr. 21	May 17	
Empress of Russia	May 1	May 4	May 7	June 1	

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OCTOBER.

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MON. 18th WED. 29th

SAT. 18th

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DOCTOR ISSUES WARNING TO PARENTS.

An appeal made recently by Dr. Alice Hutchison of the Tavistock Square clinic for functional nervous disorders, before the British Social Hygiene Council's Summer School at Welwyn, Hertfordshire, for the inculcation of courage in children finds general support among London doctors.

Dr. Hutchison stated that the greatest harm people can do to a child is to make it the slave of fear, and that there is still too much deliberate instilling of fear of drastic punishment to secure good behaviour.

A London children's specialist

said to a reporter: Many people who believe that by threatening their children with punishment they are helping to correct faults are totally unaware that their threats are inducing in the child inhibitions which are dangerous and detrimental to the nervous system.

Sleeplessness, hysteria, and fractiousness are often the results of too much "nagging." Parents should not try to command good behaviour through threats. No child can grow up to face the world with courage if the whole of its childhood has been spent in an atmosphere of apprehension.

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Hong Kong, Monday, Oct. 6, 1930.

Tragedy of the Air.

Within less than three months
after the disaster to the Walcott
air liner, which crashed on July
21 at Meopham, Kent, when the
Marquis of Dufferin, Viscountess
Edmond, Sir Edward Simons
Warr, and Lieut.-Colonel George
Lockhart were killed, comes the
news of an even more tragic
disaster to Britain's Queen of the
Air, R.101. Great Britain
mourns the deaths of what a
German aeronautical expert has
well described as two of Britain's
most brilliant Ministers and prac-
tically all of her first-class pilots.
The occurrence is the most
calamitous in the history of the
flying of airships in the Empire,
far transcending any previous
crash. It has placed the whole
Empire in poignant grief. It
has placed the whole Empire
under tribute to all the illus-
trious victims, none of whom
could be spared by reason of their
brilliance and enthusiasm in the
cause of aviation.

It would be superfluous, at
this distance from the scene of
the gruesome tragedy, to attempt
to anticipate the verdict of the
British and French experts into
the actual cause of the disaster.
The most reassuring feature, how-
ever, appears to be the conjecture
that the explosion on the R.101
did not occur until she had actual-
ly touched ground. If this view
be eventually upheld, it cannot
but place the disaster on a plane
entirely different to that from
which it might be viewed had the
explosion occurred whilst the air
liner was in mid air. Even so,
the loss of the great air liner and

the loss of life of so many dis-
tinguished air experts need not
necessarily cloud our vision to the
great future that undoubtedly
lies ahead of aviation, even in the
realm of airships, as compared
with aeroplanes. Each year great
progress is being made in the
science of flying. Each success-
ive year witnesses some fresh
achievement on the part of those
who make it their business to
advance the cause, of aviation
along the most approved scientific
lines. Rather must the disaster
to the R.101, dreadful and grue-
some though it be, act but as a
stimulus to all sons of the Empire
who are really "air minded."

It may be of interest to recall
at this painful juncture that of
the R.100 and R.101. British en-
gineers stated a few months ago
that, good though the Graf
Zeppelin is, they believed that
their vessels would be better.
They believed that the margin of
strength was greater and that the
risks of failure of any part had
been reduced so far as to be negli-
gible. On the other hand, it was
admitted that certain require-
ments called for in the
original British specifications,
especially as to speed and
weight-lifting capacity, had
not been fulfilled. The pas-
senger accommodation was so ar-
ranged that wholesale alterations
would be required to fit the vessels
either for bombing or naval re-
connaissance, and even then the
structure weights were so high
that the airships' performance
would be poor. The British
vessels differed in many ways
from the Graf Zeppelin, not the
least interesting being the "fine-
ness ratio" or ratio of length to
maximum diameter. The British
engineers produced rather short,
fat vessels, while the Zeppelin is
long and thin.

The R.100 measures 799 ft.
long by 133 ft. in diameter,
whereas the Graf Zeppelin mea-
sures 772 ft. long by 100 ft.
diameter. The R.101 had the new
heavy oil engines, which were
said to reduce fire risks—though
opinions were divided on this
point—and to enable economies
in fuel consumption to be effected
for long voyages. The most im-
portant improvement claimed by
British engineers had to do with
the arrangements for allowing
the airships to pass safely through
sudden vertical gusts of wind of
great speed. The structures and
the gas valves had been arranged
to withstand vertical gusts of
4,000 ft. a minute, which, from a
study of the size of hailstones
was the maximum the vessels
were ever likely to be called upon
to withstand.

In the midst of the gloom
permeating the realm of British
aviation, there emanates one ray
—that, if flying by air liners is
to be improved upon (as un-
doubtedly it must, whether now or
in the course of time), British
aeronautical experts must gain
immeasurably by the lessons of
early disasters. Flying has come
to stay. Many pioneers may
have to pay the penalty of un-
foreseen contingencies, but man
has determined to conquer the
aid—and man shall succeed!

News in Brief.

The Rev. G. T. Waldegrave,
Superintendent of the Seamen's
Mission, returned from Home leave
by the s.s. Empress of Asia to-day.

During the week-end three cases
of typhoid fever (one non-Chinese)
and one case of diphtheria were
notified.

There were 60 cases dealt with
by Mr. H. R. Butters at the Kowloon
Magistracy this morning, about 40
of which were cases in which
hawkers were defendants.

The Majestic Theatre building is
at present undergoing complete re-
painting in preparation for Friday,
which is the opening of their talkies
season, when "Broadway Babies"
will be the attraction.

Yi Sze a married woman, was
this morning fined \$60, with the
alternative of five weeks' hard
labour, by Mr. H. R. Butters, when
she pleaded guilty to being the
keeper of a brothel at 12, Parkes
Street.

The forthcoming marriage is an-
nounced of Carl Offensen, merchant,
of Messrs. Jobson & Co., Shamen,
and Sascha Wilker, of Munich, en-
route to Hong Kong on the s.s.
Fulda.

An unemployed Chinese was at
the Kowloon Police Court to-day
fined \$50 or in default one month's
hard labour, by Mr. H. R. Butters.
He pleaded guilty to having arrived
at Hong Kong from Sandakan on the
s.s. Nellore as a stowaway.

A meeting of the St. Andrew's
Branch of the Scripture Union will
be held in St. Andrew's Church Hall
this evening at six o'clock, when the
speaker will be Mrs. E. W. L.
Martin, wife of the Principal of St.
Stephen's College, Stanley.

Two fatal accidents were reported
to the Police yesterday. The first
report came from Mongkok to the
effect that a coolie was killed by
falling debris whilst engaged in de-
molishing a house at No. 133 Kee-
lung Road. The second incident
was reported from the s.s. Tonger
stating that a coal coolie ac-
cidentally fell into the harbour and
was drowned.

The Chinese Catholic community
are holding a reception in the
Cathedral Compound, Caine Road,
on Thursday at 8 p.m. when an
address will be presented to the Rev.
Simon Chan in honour of his re-
turn from Rome after having re-
ceived the Sacred Order of Priest-
hood. A High Mass of Thanks-
giving will be celebrated at the
Cathedral on Friday at 8 a.m. by
the Rev. Father Simon Chan, when
he will give the Papal Blessing (by
special privilege of His Holiness the
Pope).

CORRESPONDENCE.

"BLOOD SPORTS."

[To the Editor of "China Mail"]

Sir,—If by even the most ably
directed campaign against "Blood
Sports" you succeed in faintly
modifying the views of one mem-
ber of the recently organised hunt
in the New Territories, you will
indeed have achieved something.
Many attempts have been made,
particularly of late years, by in-
dividuals and by the Press to sup-
press this most indecent "sport."
Progress from barbaric customs
to more civilised practices has
generally been brought about by
the discovery that the newer prac-
tice is economically soundest, not
because it is morally better; man
in his supreme conceit ascribes
the changed conditions to a
higher morality, but the higher
morality is, as a matter of fact,
brought about later by the
changed conditions.

The use of pit ponies is gradu-
ally being abolished: it is
economically cheaper and better
to use trucks, not because
it is a perversion of the lives
of the ponies, or is
cruel to them. But we shall soon
forget that and believe that the
change was due to humane prin-
ciples.

At present the particular form
of cruelty to animals known as
hunting cannot be stopped
through economic reasons, but
must be attacked solely on moral

grounds, and that is why it is so
difficult.

There was much talk on the
moral grounds for women's suf-
frage, but it was not actively
attended to until it was made an
economic question. As happens
to all who are more moral than
their time, the advocates for
women's suffrage were regarded
with disfavour by the majority,
but in the next generation there
will be few who will say that
women's suffrage was not a great
advance in civilisation. So with
hunting; those who now advocate
on moral grounds its abolition
are regarded with disfavour, but
should it, by being made an eco-
nomic question, be prohibited, 50
years hence there will be few who
will say that hunting was not
barbarous and its prohibition
praiseworthy.

If man's civilisation is to pro-
gress hunting must go the way
of bull and bear baiting, of cock-
fighting, of splitting starlings'
tongues to make them sing. And
so must a great many other
revolting and out-of-date
"sports" and diversions, such as
shooting, pig-sticking, imprison-
ing for life, often in solitary con-
finement, beautiful and free crea-
tures in tiny cages, or in Zoos, as
subjecting them to untold hard-
ship and unnatural indignities in
circuses and travelling mena-
geries.

Those who enjoy or who toler-
ate others to enjoy these coward-
ly and bullying cruelties prove
themselves unfit for any higher
moral life, and we may be sure
they will not attain it, for it is
only for those who are kind and
unselfish, and who have imagina-
tion and courage.

Yours truly,

"ADVANCED."

ROUND THE CINEMAS

"REDEMPTION" AT THE QUEEN'S THEATRE.

GILBERT'S STRATEGY.

John Gilbert is very careful of his
props. Throughout "Redemption"
his new starring picture for Metro-
Goldwyn-Mayer, he never once
forgot to wear a wedding ring—the
same one placed upon his finger dur-
ing the Russian double-ring mar-
riage ceremony in an early scene of
the picture.

And when time came for him to
appear as Tolstol's miserable Fedya,
seeking relief in Moscow's vodka
shops, Gilbert looked at his fur
collared coat and thought it looked
too good for a down-and-out. It
did not look as if it had been slept
in.

"Get a can of black paint and a
brush and we'll make this look the
part," Gilbert directed a prop boy,
and for the next few minutes, with
the prop boy wearing the coat,
Gilbert was to be seen daubing paint
on it.

"Just putting on the wear and
tear," he commented.

"THE AIR CIRCUS."

An air bomb all but wrecked the
base headquarters of the Fox Films
units making "The Air Circus,"
which comes to the Queen's Theatre
to-morrow. Where the bomb came
from is a mystery. One of the
watchmen on the field saw some-
thing fall from the skies, and says
he heard a plane which was hidden
by clouds.

Attendants at the field, cleaning
up after the day's work had been
completed, saw a round object be-
side one of the hangars but took no
special notice and raked it along
with other papers and trash into a
pit behind the hangars where refuse
was burned.

He struck a match to the rubbish
when he had completed his cleaning,
then went on with other work. Pre-
sently there was a roar and a blast
that shattered windows and sent
rocks and rubbish helter-skelter
through the camp.

Howard Hawks believes the bomb
was dropped accidentally by some
naval flyer on his way back to one
of the plane carriers anchored off the
coast some miles from the field.

"SEVEN DAYS' LEAVE."

Gary Cooper in his four years as
a motion picture actor, beginning
in the extra ranks and climbing to
stardom, has made "proposals" to
dozens of women on the screen.

They have been beauties, young,
red-lipped, fascinating; beauties
with blue, black and brown eyes;
beauties with blonde hair, brown
hair, black hair; beauties sophis-
ticated and sleek, coy and dimpled—
Clara Bow, Evelyn Brent, Nancy
Carroll, Mary Brian, Florence Vidor,
Esther Ralston, Colleen Moore and
Lupe Velez.

Cooper has made his proposals
from balconies, on desert sands, in
the saddle, over a cafe table—but
it remained for the tall young
Montana to make his most unusual
and dramatic proposal of all his
screen career in the talking picture,
"Seven Days' Leave," which comes
to the Central Theatre to-day.

In this production, based on J. M.
Barrie's stage success, "The Old

Lady Shows Her Medals," Cooper on
bended knee asks an old Scottish
scrub woman, played by Beryl
Mercer, to be his mother.

"PARAMOUNT ON PARADE."

Squads of sweeties, platoons of
pippins, companies of cuties, regi-
ments of roaring comedians,
brigades of beauties, divisions of
dancers, armies of ace-actors! That's
"Paramount on Parade," the
all-time film sensation, the festival of
the stars, which will open soon at
the Central Theatre.

Never before has anything quite
as gorgeously entertaining and de-
lightfully intimate been seen on the
screen. Paramount has brought
together all the beauty and talent of
Hollywood to support its glittering
roster of famous star and featured
players in "Paramount on Parade."
Eighteen starring interludes, each
a complete show in itself, present the
Paramount stars in the things you
like best to see them.

A dozen real song hits, sung by
the stars, are only one feature of
the great film frolf. The comedians,
such as Harry Green, Jack
Oakie and Helen Kane, whose wit
has brought them fame, combine
with the great dramatic titans, such
as George Bancroft and Ruth
Chatterton, and the gorgeous dan-
cing darlings, such as Nancy Carroll
and Lillian Roth, to make an enter-
tainment that will be talked about
for years. Eleven Paramount hit-
makers collaborated in the direction
of this sensational show.

Maurice Chevalier sings. Charles
(Buddy) Rogers makes love. Clara
Bow displays the personality that
won the "It" title. Skeets Gallagher
springs some brand new laugh gags.
And the most beautiful show and
chorus girls in Hollywood furnish a
glittering background for the
spectacle. Many of the scenes are
filmed in technicolour, and music is
furnished by such tremendously
popular units as Abe Lyman and his
band.

Jesse L. Lasky, Paramount pro-
duction head, says "Paramount set
out to make a show that would be
like the ten biggest Broadway hits
rolled into one, and we surpassed our
own ambitious aims."

"THE DEMI-BRIDE."

Norma Shearer and Lew Cody
are the leading players in M-G-M's
picture "The Demi-Bride" which
is playing at the Star Theatre to-
day for the last time.

Adapted from a popular French
farce, the film tells of the antics
of a school girl who falls in love
with Cody. Matrimonial tangles
cause much humour as the scenes
move on to a happy climax.

Lionel Baltimore, Tenen Holtz,
Carmel Myers and Dorothy Sebastian
are in the supporting cast of
the film.

"VANISHING PIONEER."

"Merry Madcaps."

Paramount's picture, "The
Vanishing Pioneer," starring Jack
Holt and Sally Blane, is being
screened at the Majestic Theatre
to-day, and to-morrow at 2.30, 5.30,
7.20 and 9.20 p.m.

Away from the usual ball-room
surroundings, "The Vanishing
Pioneer" takes one out to an endless
desert, where water to the pioneers
is like gold to the financier. Jack
Holt has a spectacular role as the
owner of a ranch at Happy Valley.
The story has interest, drama and
romance.

William Powell is the villain, and
Fred Kohler, Guy Oliver, Rosecoe
Karns and Tim Holt are in the cast.

On the stage, at the 5.30 and 7.20
performances, only Dot Faye and
her Merry Madcaps appear. Last
night they gave a bright show,
"Keep Your Sunny Side Up" being
a hot favourite.

Miss Faye was warmly applauded
for her classical dance, toe dance,
and African Hula dance. The
lighting effects are delightful, and
the Madcaps costumes are neat and
colourful.

Dot Faye is assisted by Maria
Lion, Doris Hunt, Phyllis Hunt, and
Bella Hardie.

"Are you honest?" asked the old
lady of the man who was after the
post of a jobbing gardener.

"Lo, mum, yes," replied the hope-
ful. "The other day I went to the
dentist, but the tooth was
aching so much when I
got on his doorstep, but bless your
life, mum, I shoved him his half-
crown through the letter box."

Ten Years Ago.

[From the "China Mail" of
October 6, 1920.]

To-day's dollar is worth 4/0
7d.

A large number of ladies as
well as leading members of the
Chinese community, are actively
engaged in the disposal of ad-
vance tickets for the A.D.C. pro-
duction which will be given on
October 28 and 30 in aid of the
Famine Relief Fund.
A big demand is anticipated for
these tickets, owing to the very
deserving nature of the charity.

GRIM TRAGEDY OF THE AIR.

(Continued from Page 1.)
 countered by the airship, all went well until shortly before the disaster. Apparently the last direct messages received in Britain from the airship were sent to Croydon Aerodrome.

Last Messages.
 Shortly after midnight the R.101 said: "Thanks for valuable assistance. Will not require you further to-night." Croydon replied: "Still remaining on watch." Two hours later came an inquiry for position, and Croydon worked out that the airship was then about one kilometre south of Beauvais. Within a very few minutes the disaster must have happened. The news that the R.101 was afloat was told Croydon by Le Bourget.

Progress reports received from the airship during the flight recorded that moderate rain was encountered over London at 9 p.m. and that the course was set via Paris, Toulouse, and Barbonne. When Hastings was reached it was raining hard and a strong south-west wind was encountered. The height had been increased and a cruising speed of 54 knots maintained. The ship was said to be behaving well generally.

Their Final Smokes.
 The French coast was crossed at St. Quentin, and the wind was then 35 miles per hour, with the airship flying at 1,500 feet. The last report stated that after an excellent supper the passengers had smoked their final cigars, and having looked at the French coast, had gone to bed while the crew had settled down to watch, keeping routine with the essential services functioning satisfactorily.—British Wireless Service.

Early News.
 Paris, 3.35 a.m., Yesterday.
 It is announced that an explosion occurred on board the R.101 at 2.30 a.m., while a few miles from Beauvais. Alarm has been caused here, but the report that the airship has been blown up is unconfirmed.

Paris, 4.05.
 Although no official confirmation has yet been received, it is persistently rumoured that the R.101 has blown up.—Reuter.

Paris, 3.45 a.m.
 The R.101 exploded near Beauvais at 2.30 this morning.—Havas.



Tourist: "It's funny I can't hear the wonderful echo I heard here last year."
 Inn-keeper: "You won't. The peegdog left me for a job on da talkies."—Passing Show, London.

London, 4.25 a.m.
 In response to enquiries made at the Air Ministry at 4.05 a.m. it was stated that they had no information since the R.101 was reported over Abbeyville at 1 a.m. Telephone enquiries by Reuter to the Royal Airship Works, at Cardington, failed to elicit any information.

Paris, 4.25 a.m.
 The last message from Beauvais definitely states that the R.101 has exploded.

Burst into Flames.
 Paris, 5.15 a.m.
 It is confirmed that the R.101 crashed at Beauvais, burst into flames and exploded.

Out of the fifty-three persons on board, only seven were saved. The remainder were incinerated. The dead are believed to include Lord Thomson. The survivors, who are all badly burned, have been taken to hospital at Beauvais.

Paris, 8.20 a.m.
 The latest news from Beauvais states that eight were saved, most of whom are injured, Lord Thomson being among the dead.

The airship was flying very low at the time of the disaster. One survivor, an engineer named Leach, told Reuter's correspondent: "At the time of the accident, everybody was asleep except those on watch and the pilot. The airship was battling through a storm of rain and wind. It dipped thrice, then a very violent gust hurled it to the ground. At that moment the explosion occurred."

No bodies have yet been recovered from the airship's twisted skeleton, part of which is still burning.

List of Passengers.
 London, 8.20 a.m., Yesterday.
 The total number aboard the R.101 was fifty-four and included Lord Thomson, Sir Sefton Brancker, Wing Commander Colmore (Director of Airship Development), Lieut. Colonel V. C. Richmond (Assistant Director of Airship Development), Major G. H. Scott (Assistant Director of Airship Development), Mr. H. J. Leach (engineer), Flight Lieut. H. C. Irwin (Captain), Squadron Leader E. L. Johnston (Navigator), Mr. M. A. Gilet (Meteorologist), and Major P. Bishop (Chief Inspector of Aircraft).

The Survivors.
 The following are seven survivors:—
 H. Leach, W. G. Radcliffe (rigger), A. V. Bell (engineer), J. H. Binks, J. Cook, V. Savory, A. Disley. The Air Ministry hitherto has no information as to their condition.

Two Uninjured.
 Beauvais, 8.50 a.m.
 It is now stated that there are ten survivors, eight of whom are in hospital with burns. Two are uninjured.

Villagers at two o'clock in the morning saw the lights of the airship through rain and mist. She was flying very low, and was apparently in difficulties. Soon after this, there was a tremendous explosion, followed by a blinding flash.—Reuter.

Britain Stunned.
 London, Yesterday.
 Britain is stunned by the R.101 catastrophe, involving the loss not only of the largest airship in the world, but also the Air Minister, Lord Thomson and Sir Sefton Brancker.

(Continued at foot of next Column.)

COURTING DANGER.

CYCLISTS FALL IN FRONT OF A BUS.

A Chinese was this morning charged before Mr. Butters with having ridden his bicycle in a dangerous manner. Detective Sergeant W. G. Humphreys told his Worship that the defendant had another boy on the bar whilst riding in Canton Road. They fell in front of a motor bus, which had to pull up suddenly, otherwise defendant and his friend might have been killed.

Defendant was fined \$5.

THE POETS IN CHINA AT THE MOONFEAST.

(15th Day of 8th Moon)
 (Macaulay.)
 Ho, Children, round the joy note,
 Come, schoolboys, let's be gay;
 In every home, wherever we roam,
 A feast is kept to-day.

To-day the doors and houses
 Are hung with lanterns all;
 And pumelos and moon cakes
 On sale on every stall.

Each Chinaman's in purple
 And dons his gala shen;
 To circle round the city
 In motor car and tram.

While evening follows morning
 And West approaches East,
 The birthday of Diana
 Is China's greatest feast.

(Matthew Arnold.)
 On the housetops the lanterns
 Flout light in the breeze;
 On the zephyrs the music
 Comes soft o'er the seas.

Why linger these maidens?
 To whom do they pray?
 What dithyrambs
 Such bounteous array?

For whom are the altars,
 The incense, the feast?—
 See, Diana comes pale
 From the magical East!

And maidens their orisons
 Lest to their Queen,
 As her ashen disc rises,
 A pearl, through the sheen.

"Great Mother of beauty,
 Too fair not to woo;
 Thou Goddess of women
 Assuage of pain.

Let thy brightness lighten
 Our sorrow and tears;
 Diana the changeless,
 The daughter of stars."

(Browning.)
 With a bang! bang! how the crackers
 Blaze!
 Look how the fish-lanterns blow,
 It's one of China's gala days;
 Crowds of people come and go,
 Push through the throng! Here, Stop!
 This is our house. No fire on!
 Ring the bell, quick! get on top!
 Look what comes—a big dragon.

There the festal board is spread
 With moon cakes and pumelo,
 Lichis and millet-bread,
 And that queer fruit (don't you know?)
 All for the harvest moon,
 Full, on her birthday.
 Rising above Lyemun
 Signal for mirth gay.

(Swinnburne.)
 When at night time the tables are
 bending
 With the first fruits of sweet sacrifice
 Through the gloaming, on breezes
 ascending,
 Are savours of garlic and spice.
 On the wings of the night it settles
 In gloom on the crags of Kowloon
 Through smoke curls that shimmer
 like petals
 Uprises the moon.

(Coleridge.)
 In ancient days did Tong Ming Wong
 A rich and sumptuous feast prepare;
 Through mid-night hours the festive
 throng
 Danced two-step, fox-trot, jazz, and
 song
 And buried carking care.
 But while the Imperial minstrel sings,
 Tong Ming in slumber's winnowing
 wings
 Lay wrapt; he dreamed that through
 æthereal blue
 Mid light transcending one long summer
 noon,
 Past fiery orbs of ever changing hue,
 Before his dream enraptured vision
 A fairy palace all aglow;
 Where sapphires domes and halls
 Elysian
 With heavenly music flow.
 It was a paradise surpassing fair,
 Where rapturous music floated on
 the air.

(Tennyson.)
 Shine, shine, shine,
 With thy silvery, light oh! moon,
 Making the night resplendent
 With the glories of the noon.

From the days of Solutrian man
 With his flint-axe and weapons un-
 couth
 Thou changest, and waxest and wanes
 For ever renewing thy youth.

While the stately orbs move on
 To their haven down in the west,
 While the earth-born mother suckles
 Her infant at her breast.
 Thou art Diana the changeless
 Till the heavenly uproll like a scroll,
 And restless man the unending
 And his universe reach their goal.
 "A-Ha!—in 'Scapes from
 the Dragon."

Brancker and the most famous of
 British airship experts, including
 Wing Commander Colmore, who
 was responsible for all airship ac-
 tivities, Major Scott, who com-

(Continued on Page 12.)

NEW ADVERTISEMENTS

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that SEALED TENDERS in Triplicate which should be clearly marked "TENDER FOR STORES," will be received at the Colonial Secretary's Office until Noon of THURSDAY, the 23rd day of October, 1930, for the Supply and Delivery of Stores required by Government Departments during the year 1931.

For Specifications and Forms of Tender apply at the office of Superintendent Accounts and Stores, Public Works Department, from whom further particulars may be had on application.

The Government does not bind itself to accept the lowest or any tender and reserves to itself the option of accepting FOR ALL OR ANY PART of each Specification.

HAROLD T. CREAMY,
 Director of Public Works.
 3rd October, 1930.

HONG KONG CRICKET CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING will be held at the Pavilion on TUESDAY, the 14th October 1930, at 5.30 p.m. and

NOTICE IS HEREBY GIVEN that on TUESDAY, the 14th October 1930, immediately after the holding of the GENERAL MEETING, a drawing for the redemption of Thirty (30) Debentures will be held.

The numbers of the Debentures drawn will be published in the Hong Kong Government Gazette and the local Newspapers, and holders of drawn Debentures may, upon giving notice to the Treasurers within the six months' notice to which they are entitled, apply on the 31st October 1930 to the Treasurers, Messrs. Percy Smith, Seth and Fleming, for payment of the principal and interest to the 31st October 1930.

By Order of the Committee,
 L. S. GREENHILL,
 Hon. Secretary.
 Hong Kong, 6th October, 1930.

CENTRAL THEATRE

Commencing THURSDAY, October 9th.

SPECIAL HOLIDAY MATINEE

on FRIDAY October 10th
 (Chinese National Day) at 11.30 a.m.

THE BIG PICTURE OF 1930



Join in the Whoopie with 30 Famous Stars!

RICHARD ARLEN
 Singing, dancing!

CLARA BOW
 Strutting "It"!

CLIVE BROOK
 Sleuthing the luff!

RUTH CHATTERTON
 Stirring your heart!

GARY COOPER
 Speaking his love!

SKEETS GALLAGHER
 Starting the fun!

HELEN KANE
 Booming a new doop!

ABE LYMAN
 And His Band!

ZELMA O'NEAL
 "Wrassling" with Oakes!

BUDDY ROGERS
 Crooning and Jiving!

GEORGE BANCROFT
 Fighting for fun!

EVELYN BRENT
 Slapping her pappy!

NANCY CARROLL
 Shaking a sugar-foot!

MAURICE CHEVALIER
 Puffing the pouff!

LEON ERROL
 "Dying" to meet you!

HARRY GREEN
 "Lauding the Toreador!"

DENNIS KING
 Singing — and how!

JACK OAKIE
 Olay-ing the party!

WILLIAM POWELL
 Solving your troubles!

AND MORE!

BOOK YOUR SEATS NOW.

LADIES' RECREATION CLUB.

Annual Tennis Tournament.

THE DRAW for the above will take place at the Club-House on THURSDAY, October 9, at 6 p.m.

E. D. L. SOMMERFELT,
 Hon. Secretary.

HONG KONG JOCKEY CLUB.

THE EIGHTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on FRIDAY, 10th October and SATURDAY, 11th October, 1930, commencing at 2 p.m. on both days.

The first bell will be rung at 1.20 p.m.

MEMBERS' ENCLOSURE

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 per day for Gentlemen and \$2 per day for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

No on pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE

The Price of admission to the Public Enclosure is \$1 per day for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tie Tac men, &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,
 C. B. BROWN,
 Secretary.
 Hong Kong, 4th October, 1930.

VOCAL GEMS
MEMORIES OF 40 YEARS AGO
Columbia

DX73 — A Country Girl.
 9883 — Lionel Monckton Memories.
 9896 — Ivan Caryll Memories.
 MX6 — The Gelsa.
 9896 — Paul Rubens Memories.

The Anderson Music Co., Ltd.

KEEP THIS DATE OPEN
TUESDAY, OCTOBER 21st.
GRAND NELSON DAY CONCERT
 AT THE
LEE THEATRE
 AT 9 P.M.

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HONG KONG BENEVOLENT SOCIETY.

JUST ARRIVED
A SHIPMENT OF
TUBORG BEER

Purveyors to
 The Royal Danish Court.
 The most popular Danish Beer on the Market.

6 doz. pts. \$28.50 duty paid.
 4 doz. qts. \$29.00 duty paid.

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GANDE, PRICE & CO. LTD.
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THE GAS COY.

SHOWROOMS: ICE HOUSE STREET (Near Star Ferry)
 245 NATHAN ROAD (corner of Jordan Road)
 AND AT THE WORKS, WEST POINT.

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EARLY
AUTUMN
WEAR



LIGHT WEIGHT
WRAP COATS
AND
WOOLLIES
IN
ALL SIZES.

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G. FALCONER & CO., (HONG KONG) LTD.
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Agents for:—ADMIRALTY CHARTS,
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THE UTMOST IN STYLE
AND WEAR

Smart styles, alluring
colours, exquisite beauty,
lovely pure silk stockings
to bring joy to your heart.

Are you? Certainly not! They
are the NEW Hosiery—DURABLE as
they are beautiful, yet moderately priced!

HOLEPROOF HOSE

HOME FOOTBALL.

LEICESTER GO DOWN TO BLACKPOOL.

ARSENAL ONLY DRAW.
(From Our Own Correspondent.)
London, Saturday.
To-day's results in the English
and Scottish Leagues were as
under:

Division I.			
Arsenal	1	Sheffield U.	1
Aston Villa	6	Huddersfield	1
Blackburn	2	Birmingham	1
Blackpool	5	Leicester	0
Chelsea	4	Middlesbrough	0
Grimsby	4	West Ham	0
Leeds U.	0	Sunderland	1
Manchester C.	4	Manchester U.	1
Newcastle	0	Liverpool	4
Portsmouth	2	Derby C.	0
Wednesday	1	Bolton	0

	Goals.					
	P.	W.	D.	L.	F.	A. Pts.
Arsenal	9	7	2	0	29	12 18
Aston Villa	9	7	1	1	28	12 15
Huddersfield	8	5	2	2	24	10 12
Derby	9	4	1	4	17	10 12
Wednesday	9	4	4	1	14	10 12
Leicester	9	5	2	2	18	17 10
Newcastle	9	4	2	3	21	16 10
Portsmouth	9	3	5	2	18	10 10
Sheffield U.	9	2	5	2	18	10 10
Liverpool	9	3	3	3	18	10 9
Middlesbrough	9	3	3	3	18	10 9
Blackpool	9	4	1	4	25	32 9
West Ham	9	3	2	4	21	23 8
Chelsea	9	3	2	4	14	12 8
Birmingham	9	2	4	3	13	15 7
Grimsby	9	3	1	5	20	22 7
Leeds U.	9	3	1	5	20	22 7
Blackburn	9	3	1	5	20	22 7
Manchester C.	9	2	2	5	15	22 6
Derby C.	9	2	1	6	10	19 5
Sunderland	9	1	3	5	15	25 5
Manchester U.	9	0	0	9	12	37 0

Division II.			
Bradford	1	Southampton	1
Bristol C.	1	Notts Forest	4
Bury	2	Bradford C.	0
Cardiff	2	Barnsley	1
Everton	7	Charlton	1
Millwall	5	Preston N.E.	7
Oldham	1	Tottenham	2
Plymouth	2	Port Vale	1
Stoke	1	Burnley	1
Swansea	1	West Brom	1
Wolves	3	Reading	1

	P.	W.	D.	L.	F.	A.	Pts.	Goals.
Everton	9	7	1	1	1	27	11	15
Preston N.E.	9	6	2	1	1	31	16	14
Bury	9	6	1	2	2	23	12	13
West Brom	9	5	2	2	2	22	12	12
Wolves	9	6	0	3	2	25	13	12
Tottenham	9	5	1	3	2	27	13	11
Burnley	9	4	3	2	2	30	23	11
Oldham	9	5	0	4	2	14	15	10
Southampton	9	3	4	2	2	10	16	10
Port Vale	9	4	1	4	2	22	17	9
Swansea	9	3	3	3	3	13	17	9
Charlton	9	3	2	4	1	14	19	8
Stoke	9	3	2	4	1	15	19	8
Bristol C.	9	3	2	4	1	20	23	8
Notts Forest	9	3	2	4	1	10	21	7
Bradford	9	3	1	5	4	14	17	7
Cardiff	9	2	2	5	6	15	24	6
Millwall	9	2	0	7	1	18	24	4
Reading	9	1	1	7	0	9	35	3

Division III.			
Brentford	3	Brighton	2
Clapton O.	4	Watford	0
Crystal P.	7	Exeter	2
Luton	3	Newport	3
Northampton	0	Torquay	0
Norwich	2	Swindon	0
Notts C.	3	Bristol R.	0
Queen's P.R.	0	Fulham	2
Southend	3	Gillingham	2
Thames	1	Bournemouth	4
Walsall	1	Coventry	2

	P.	W.	D.	L.	F.	A.	Pts.
Notts C.	10	8	2	0	0	28	7
Torquay	10	6	2	2	28	16	14
Northampton ..	9	5	3	1	13	13	12
Brentford	10	4	4	2	28	18	11
Coventry	9	4	3	2	16	16	11
Fulham	9	4	2	3	27	17	11
Crystal Pal.	9	4	2	3	27	17	11
Swindon	9	5	0	4	19	19	11
Queen's P.R.	9	4	1	4	19	19	11
Gillingham	9	3	3	3	17	17	11
Southend	9	4	1	4	20	20	11
Bristol R.	10	3	3	3	18	18	11
Luton	10	3	3	3	18	18	11
Clapton O.	9	3	2	4	14	14	11
Bournemouth	9	3	2	4	12	12	11
Watford	9	3	2	4	12	12	11
Walsall	9	3	1	5	21	21	11
Brighton	9	2	3	4	13	13	11
Exeter	10	2	3	5	14	14	9
Norwich	9	2	2	6	11	11	9
Thames	9	2	1	6	11	11	9
Newport	9	2	0	7	10	10	9

Division III.			
Carlisle	4	Crews	1
Chesterfield	2	Southport	1
Darlington	1	Stockport	1
Halifax	1	New Brighton	0
Hartlepool	1	Hull	3
Lincoln	5	Barrow	0
Nelson	2	Gateshead	0
Rotherham	8	Accrington	0
Tranmere	2	Wrexham	1
Wigan	3	Doncaster	0
York	3	Rochdale	0

	P.	W.	D.	L.	F.	A.	Pts.
Lincoln	9	8	0	1	23	5	16
Tranmere	9	7	0	2	22	16	14
Hull	9	6	1	2	22	11	13
Chesterfield	9	6	1	2	18	12	12
Wrexham	9	6	1	2	18	12	12
Accrington	10	5	2	3	25	20	12
Wigan	9	8	0	1	18	11	12
Stockport	9	6	0	3	17	12	12
Carlisle	9	5	0	4	15	10	10
Gateshead	9	4	2	3	12	13	10
Halifax	9	4	2	3	12	13	10
Rotherham	9	4	1	4	23	20	9
York	9	4	1	4	19	18	9
Darlington	9	3	1	5	19	18	9
Reeddale	9	3	1	5	19	18	9
Southport	9	3	2	5	15	19	9
Greaves	9	3	0	6	19	24	6
Doncaster	9	1	3	5	11	17	5
Nelson	9	1	2	6	12	18	4
New Brighton	9	1	2	6	12	18	4
Barrow	10	1	2	7	9	27	4
Hartlepool	9	1	1	7	12	19	4

Scottish League.			
Airdrie	3	Rangers	3
Ayr	2	Aberdeen	1
Celtic	4	Morton	1
Cowdenbeath	2	Hibernians	1
Dundee	3	Falkirk	1
Hearts	2	Queen's Park	1
Leith	0	Kilmarnock	1
Motherwell	4	Clyde	1
Partick	1	Hamilton	1
St. Mirren	2	East Fife	0

Sport Columns

FOOTBALL.

ATHLETIC'S EASY WIN OVER CLUB.

ARGYLLS DEFEAT POLICE.

On Saturday the football season opened under ideal conditions, three First Division, five Second Division, and four Third Division matches being played. Two First Division matches were postponed, owing to the Volunteer Sports; otherwise there would have been five First League games.

The Athletic, last year's Champions, played a much-changed team and a particularly new forward line easily defeated the much-fancied Club eleven, who were playing the French International Segalen, by four goals to one. The Argyls won their first match at the expense of the Police by the only goal scored in a very even game, while the Artillery defeated the Senior Service by four goals to two.

The standard of play in all divisions, and the keenness shown on Saturday speak well for a very successful season this year.

RESULTS AT A GLANCE.

Division I.			
Athletic	4	Club	1
Argyls	1	Police	0
R.A.	4	Navy	2
Division II.			
Navy	5	St. Joseph's	1
Athletic	1	University	0
Eastern	4	S. China "A"	0
Somersets	5	Club	0
Argyls	5	Kowloon	1
Division III.			
R.O.A.C.	11	R.A.S.C.	1
S. China "B"	1	Fukien	0
R.E.	3	Somersets	2
Ewo.	1	R.A.P.	0

HARBOUR RACE.

CHINESE ENTRANTS BREAK RECORDS.

GIRLS DO WELL.

Several records were broken on Saturday at the Chinese harbour race, which was held by the South China Athletic Association at North Point, in perfect weather. The course was from Channel Rock to North Point wall.

Of 34 men who entered, 31 completed the course. Chan Ki-chung was first in his time was 29 minutes 20 seconds. Next was Kwok Chun-hang who finished the course in 29 minutes, 58.8 seconds. 2 course in 29 minutes, 58.8 seconds. 1 Both these are records. Wong San-man was third.

Six girls competed in the race, and Miss Yeung Shau-chun came first, she finishing the course in 32 minutes, 40 seconds, which is a record. Second was Miss Un Pul-han, and Miss Un Pul-chung was third.

Ko Cho-ki was first to finish in the boys' race, his time being 32 minutes, 20 seconds—another record. Luk Tat-chuen came second, and Li Yue-kwong was third.

The thirty-one to complete the course were:—1, Chan Ki-chung, Time: 29 mins., 20 secs. (Record); 2, Kwok Chun-hang, Time: 29 mins., 58.80 secs. (Record); 3, Wong San-man; 4, Ko Cho-chuk; 5, Yeung Hang-wah; 6, Hui Cheung-fook; 7, Wong Ki-chow; 8, Wong Sul-chi; 9, Cheung Wing-kwong; 10, Yung Wah-tai; 11, Kam Hop-ya; 12, Un Po-liang; 13, Chik Sul-fook; 14, Ip Wah-san; 15, Leung Chai-kau; 16, Chan Kwok-wah; 17, Li Kam-keu; 18, Luk Tat-hang; 19, Wong Yuk-pai; 20, Leung Cho-yue; 21, Chan Chung-hung; 22, Wong Kam-wah; 23, Tong Chung-kin; 24, Chan Shau-nam; 25, Tsoi Siu-kit; 26, Young Kwok-wah; 27, Kwok Yui-chow; 28, Leung Yun-hung; 29, Li Ping-tuen; 30, Lam Kam-kong; 31, Cheung Yue-hung; 32, Mak Man-cheung; 33, Leung Wing-chung; 34, Fong Chik-cho.

GIRLS	
1. Young Shau-Chun,	46 secs. (Record); 2, Au
5, Lu-Pai-cheung; 4,	hing; 5, Leung Wing-
Chung Tsai-fong.	
BOYS	
1, Ko Cho-ki, 32	secs. (Record); 2, Luk
3, Li Yue-kwong; 4, Au	5, Leung Cho-pui; 6, Li
P. W. D. L. F. A. Pts.	
Rangers	10 7 2 1
Celtic	9 6 2 1
Motherwell	9 5 4 0
Cowdenbeath	9 7 0 2
Partick	9 6 1 2
Dundee	9 6 1 2
Hamilton	11 6 3 2

ATHLETICS.

FRENCH RUNNER BREAKS WORLD RECORD.

1 4/5 SECS. CLIPPED.

Paris, Yesterday.
Ladomegue, the French runner, to-day broke the world's record for the 1,500 metres. He covered the distance in 3 mins 49 1/5 secs, thus breaking the previous record of 3 mins 51 secs, which time was registered by the famous German runner, Otto Peltzer, at Charlottenburg in 1926.—Reuter.

Our Sports Diary

LOCAL.

Fencing — To-day — Royal Hong Kong Yacht Club, 5.15 p.m.
Football — To-day — Garrison League — R.A.M.C. v. "B" Co. Argyls; Royal Signals v. "C" Co. S.L.I.

To-morrow — Garrison League — "A" Co. S.L.I. v. Headquarters Co. Argyls.

Wednesday — Garrison League — 31st Battery R.A. v. R.A.O.C.; 12 Battery R.A. v. "A" Co. Argyls.

Thursday — Garrison League — "B" Co. S.L.I. v. "D" Co. S.L.I.

Racing — To-morrow — Entries for Fanning Races Close.

Friday and Saturday — 8th Extra Race Meeting.

Whist — To-morrow — St. Patrick's Club Drive, 8.30 p.m.

Aquatics — Wednesday — V.R.C. Championships, 5.30 p.m.; Army Harbour Swim, 3.45 p.m.

Tennis — Wednesday — Inter-Faculty Tournament, Engineers v. Arts, Pokfulam, 4.30 p.m.; Y.M.C.A. Services Tournament, 3 p.m.

Boxing — Wednesday — Boxing Association, annual meeting, Jardine, Matheson's Board Room, 5.30 p.m.

October 15 — Somersets v. Argyls, Murray Barracks.

Chess — Wednesday — Annual Meeting of Kowloon Chess Club, 5.30 p.m.

Rugby Football — Wednesday — Trial Game, Happy Valley, 5.15 p.m.

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EASTERN AND AUSTRALIAN S.S. CO., LTD.

The steamship "NELLORE," 7,000 Tons, will be despatched from this Port on or about MONDAY, the 6th October, 1930, at 5 p.m. for Japan Ports VIA SHANGHAI.

For Freight & Passage apply to:—
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P. & O. Building.
Telephone 27721 (4 Lines).

POST OFFICE NOTICE.

The entrance to the Parcels Delivery Section of the General Post Office is now in Des Voeux Road opposite Messrs Whitesway & Laidlaw's Store.
Parcels for posting at the General Post Office should still be handed in, as at present, over the counter in the Public Hall.

INWARD MAILS

From	Per
MONDAY, OCTOBER 6.	
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Sept. 12)	President Jefferson
WEDNESDAY, OCTOBER 8.	
Manila (Parcels, Aug. 28) and Straits	Telares
Amoy and Swatow	Cremer
THURSDAY, OCTOBER 9.	
Japan	Tilpanas
Europe via Suez (Letters and Papers, London, Sept. 11) and Parcels (Sept. 4)	Morea
FRIDAY, OCTOBER 10.	
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Sept. 13)	Shinyo Maru
U.S.A., Canada, Japan & Shanghai (Seattle, Sept. 20)	President Grant
Java	Tilbesar
Japan and Shanghai	Malwa
TUESDAY, OCTOBER 14.	
Australia and Manila	Kitano Maru
WEDNESDAY, OCTOBER 15.	
Straits	Terukuni Maru

OUTWARD MAILS

For	Per
MONDAY, OCTOBER 6.	
Samshui & Wuchow	Kochow 4 p.m.
Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via San Francisco	President McKinley (Due San Francisco, Oct. 29.) Parcels, Oct. 6, 3 p.m. Registration, Oct. 6, 4.15 p.m. Letters, Oct. 6, 5 p.m.
Shanghai and Europe via Siberia	President McKinley Registration, Oct. 6, 5 p.m. Letters, Oct. 6, 6 p.m.
TUESDAY, OCTOBER 7.	
Swatow, Amoy and Foochow	Hai Yang 1 p.m.
Amoy	Tai Yuan 3.30 p.m.
Manila	Empress of Asia 3.30 p.m.
Swatow and Foochow	Chih Shing 5 p.m.
Amoy	Nam Sang 5 p.m.
WEDNESDAY, OCTOBER 8.	
Sandakan	Mau Sang 10 a.m.
Shanghai, Japan, Honolulu, U.S.A., C. & S. America & Europe via San Francisco	Chichibu Maru (Due San Francisco, Oct. 30 and Europe via Siberia.) Registration, Oct. 8, 5 p.m. Letters, Oct. 9, 8.30 a.m.
THURSDAY, OCTOBER 9.	
Straits	Cremer 9.30 a.m.
Saigon	Telemachus 10.30 a.m.
Japan and Victoria, B.C.	Ixion 10.30 a.m. (Due Victoria, B.C., Nov. 4.)
Straits and Calcutta	Kum Sang Parcels, Oct. 9 Noon. Letters, Oct. 9, 1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe, via Marseilles	Malwa (Due Marseilles November 7.)
K.P.O.	
Parcels, Oct. 9, 4.30 p.m.	Parcels, Oct. 9, 5 p.m.
Registration, Oct. 11, 9 a.m.	Registration, Oct. 11, 9.45 a.m.
Letters, Oct. 10, 10 a.m.	Letters, Oct. 10, 10.30 a.m.
FRIDAY, OCTOBER 10.	
Swatow, Amoy and Foochow	Hai Ning 9 a.m.
MONDAY, OCTOBER 13.	
Japan, Canada, U.S.A., C. & S. America and Europe via Victoria, B.C.	President Jefferson (Due Victoria, B.C., Oct. 31.) Parcels, Oct. 13, 6 p.m. Registration, Oct. 13, 4.15 p.m. Letters, Oct. 13, 5 p.m.
Shanghai and Europe via Siberia	President Jefferson Registration, Oct. 13, 5 p.m. Letters, Oct. 13, 6 p.m.
TUESDAY, OCTOBER 14.	
Swatow, Amoy and Foochow	Hatching 1 p.m.
Straits, Egypt and Europe via Marseilles	Calchas (Due Marseilles, Nov. 13.)
K.P.O.	
Registration, Oct. 14, 1 p.m.	Registration, Oct. 14, 1.45 p.m.
Letters, Oct. 14, 1 p.m.	Letters, Oct. 14, 2.30 p.m.

* Superscribed: correspondence only.

OWNERSHIP OF A MOTOR CAR.

Assigned One Loan of \$1,000.

FIRST BUYER NOT HERE.

At the Summary Court before Mr. Justice P. Jacks, this morning, Mahan Singh, a Sikh money lender living in Kowloon, brought an action against Mr. B. R. Iranee, manager of Messrs. C. M. Karanjia & Co., claiming possession of a motor car which was assigned to the plaintiff on a loan of \$1,000 by George Rouviere who is at present not in the Colony.

Mr. J. M. Remedios appeared for the plaintiff, whilst the defendant was represented by Mr. F. C. E. Rendall.

Point at Issue.

The case was fought out on the point that on the bill of sale drawn up for the plaintiff the car was referred to as private car No. 2058, a 520 Trot, the engine number of which is given as 218176; whereas the car which George Rouviere sold to Mr. Iranee was a Fiat car. The other particulars contained in the bill of sale corresponded with the particulars of the Fiat car in the defendant's possession.

The case for the plaintiff was that George Rouviere approached the plaintiff at his house in Kowloon on June 16 for a loan of \$1,000, offering his motor car as security. The plaintiff agreed to this security, and because, being a money lender, he had to transact his business at his registered address, the plaintiff gave George Rouviere a cheque for \$1,000 and then together they rode in George Rouviere's car to the Star Ferry wharf to cross to Hong Kong to have the plaintiff's solicitor draw up the bill of sale.

Bill of Sale.

The car was parked near the Kowloon ferry and the parties came to Hong Kong and went to Mr. Remedios's office. Mr. Remedios was out and the plaintiff got Mr. M. A. da Silva to draw up the bill of sale, which was duly signed by George Rouviere. The cheque which plaintiff had given to George Rouviere was produced by the latter to Mr. da Silva who, after seeing it, signed as a witness of the receipt for the money.

Both the plaintiff and Mr. da Silva claimed that George Rouviere told them in Mr. Remedios's office that the car was a Trot, the only one of its kind in the Colony. Specifications of the car entered by Mr. de Silva in the deed of sale were copied by him from the car licence produced to him by George Rouviere. The writing on the licence was such that the name of the car could have been read as Trot and on George Rouviere's assurance that that was the name of the car, Mr. da Silva entered the name Trot in the deed of sale.

Licence Register Produced.

In support of his claim that the car in Mr. Iranee's possession was the car referred to in the deed of sale, Mr. Remedios called Ip Ho-po, a clerk in the Police Traffic Office, who produced the licence register showing that licence No. 2058 was originally issued to George Rouviere, owner of a 520 Fiat car, the engine number of which was 218176. That licence was transferred on July 18 to Mr. Iranee and related to the same car.

Mr. Rendall pointed out that in Mr. Iranee's licence the model of the car was given as 508 and not 520.

The witness said that the only reason he could offer for this difference was that a mistake had been made in entering the particulars in the licence.

Mr. Rendall commented that that was a queer mistake because there is a Fiat car bearing the model number 508.

No Number for Two Cars.

Replying to His Lordship, Mr. Ip said that it was not possible for licence number 2058 to be issued to two cars. A number which had not been renewed by the owner of

the car bearing it would not be re-issued to another car until after it had been in abeyance for three years.

Mr. Remedios's claim was that in spite of the fact that by a clerical error the name of the car had been given in the bill of sale as a Trot, the specifications contained in the document must refer to the car in Mr. Iranee's possession.

The defence was that Mr. Iranee did purchase, about July 17, a car from George Rouviere. But it was a Fiat car for which Mr. Iranee paid \$2,000 in cash. He did so without any knowledge of the bill of sale.

No "Trot" Car.

Mr. Rendall's argument was that the plaintiff had not shown that this was the car mentioned in the deed of sale given to him by George Rouviere. Anyone should know that there is no such make of car as a Trot car, and therefore, as plaintiff had failed to record true specifications in the bill of sale, the question for His Lordship to decide was whether or not that document was valid.

As regards the other specifications of Mr. Iranee's car, Mr. Rendall pointed out that the engine number of the car was not proof of identification as any other car could bear that engine number provided the manufacturer had arrived at that number in its output. The engine number was nothing more than a record of the number of cars turned out by a car manufacturer. The other number, Mr. Rendall pointed out, was not essentially the licence number of the car. The specification in the bill of sale did not record it as such.

Mr. Remedios pointed out that the number followed the words "private car" and that indicated that it was the licence number that was being referred to. They all knew that licences were issued for either "private" or "public" cars.

Rouviere's Property.

Mr. Rendall asked how they were to know that, even if, it was a licence number, it was a Hong Kong licence number. It was not in the specifications. It might have been the car's body number for all they knew. Another point to be considered was how were they to know that George Rouviere did not possess more than one car?

Alternately Mr. Rendall's defence was that the plaintiff's action was premature because the bill held by the plaintiff was not due until November 5. The specifications did not give the address where the car was kept. Probably it was presumed that it was in the Colony. Mr. Rendall claimed that that being so, Mr. Iranee's address was in the Colony.

Mr. Remedios replied that the claim was for \$1,000 for wrongful transfer or conversion of the car on which the plaintiff already held a lien and, therefore, he was not obliged to wait for the arrival of the due date.

After Mr. Remedios had referred to authorities in support of his contention, Mr. Rendall agreed to drop this point of his defence.

Hire Purchase System.

In the course of the case, it came out that George Rouviere secured the car from Messrs. A. Goeke and Co., on the hire-purchase system. He paid \$1,000 in cash and drew up with the firm what Mr. Rendall called "a home-made agreement" to pay so much per month for the balance. The car was worth \$2,800, so that Messrs. Goeke lost \$1,800 in the transactions.

When it came out that George Rouviere had gone away, Messrs. Goeke also put in a claim against Mr. Iranee, through Messrs. Deacons, for the return of the car, and Mr. Iranee was in a quandary as to whether he must surrender the car, and if so, to whom. Then they were able to convince Messrs. Goeke that they had no claim as, in spite of the agreement signed by George Rouviere, the transaction relating to the car was a sale pure and simple. Then, before attention could be turned to the plaintiff, action had already been taken by the latter in Court, on a matter which Mr. Rendall suggested could have been settled between the parties if there had been a little less haste.

Number Sufficient.

His Lordship was against Mr. Rendall on the question of specifications, holding that if one of them was wrong it should not be the means of killing the claim. He thought that the numbers referred to in the specification were the engine number and the licence number of the car in dispute. He thought that if the word "Trot" was not sufficient description of the car the number 2058 ought to be sufficient as the licence number of the car. That that number was the number of the car licence he had little doubt as it was a common thing for people to refer to a car by its licence number.

His Lordship was of the opinion that the car was identified.

Mr. Rendall then pointed out that the value of the car was \$2,800 and his client had paid \$2,000 for it. Now, if he wanted the car, he would have to pay another \$1,000 on the bill of sale which would result in the car costing him \$3,000, more than its value. And, he pointed out, when one bought a second hand car he expected to get a discount.

Away with the Spoils.

His Lordship said that there was no doubt that this man Rouviere had got away with the spoils. He had no doubt that Mr. Iranee had acted innocently, but unless one was dealing with a person whom he knew well it was always well to make a search, and satisfy oneself that all was in order.

With the question of costs in view, Mr. Rendall asked if His Lordship had considered the question of time. He had received the claim from plaintiff on July 29, but in view of the fact that there was a second claim he had delayed in considering plaintiff's claim until August 20.

Ample Time.

His Lordship was of the opinion that ample time had elapsed before August 20 for consideration. Defendant could have seen the bill of sale on July 21.

Mr. Rendall agreed that the bill of sale was inspected before that time, but it was not until the document came into his hands on August 20 that he made the discovery of the mistake in the name of the car.

After further discussion on the point, His Lordship decided to reserve his decision.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank wire	1/3 9/16
Bank, on demand	1/3 9/16
Bank, 4 months' sight	1/3 11/16
Credits, 4 months' sight	1/4 1/4
Documentary, 4 months' sight	1/4 1/4
On Paris—	
On demand	802 1/2
Credits, 4 months' sight	842 1/2
On New York—	
On demand	31 1/2
Credits, 60 days' sight	32 1/2
On Bombay—	
Wire	87 1/2
On demand	87 1/2
On Calcutta—	
Wire	87 1/2
On demand	87 1/2
On Singapore—	
On demand	87 1/2
On Manila—	
On demand	63 1/2
On Shanghai—	
On demand	Tls. 80 1/4
Dollar	8 1/2 dis.
On Yokohama—	
On demand	63 1/2
Sovereigns (Bank's buying rate)	1/4 3/16
Silver (per oz.)	16 1/2
Bar Silver in Hong Kong	Par.
Copper Cash	Nominal.
Copper Cents	3 1/2 prem.
Rate of Native Interest	3 1/2 p.a.
Chinese Sub. Coin	24 1/2 dis.
Hong Kong Sub. Coin	Par.

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HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 6th Oct., 1930.

STOCK	Buyers	Sellers	Sales	Non	Flu.	Year	Last dividend and when paid
Banks.							
Hong Kong Bank	1610					Dec.	[Interim 27 a/c 1929 at 12 1/2]—\$46.45 Aug. 11, 30
Chartered Bank			17			Dec.	[Interim 77-free 17/2 a/c 1929]—\$46.45 Sep. — 30
Mercantile Bk., A.B.			361			Dec.	[Int. 20 1/2] a/c 1929—\$46.45 Sep. — 30
Bank of Asia			111			Dec.	\$4 for 1929—Feb. 28, 30
Insurance.							
Canion Ins.	1050					Dec.	[Final 87 for 1929]—\$46.45 May 15, 30
Union Ins.	147 1/2		450			Dec.	[Interim 118 a/c 1929]—\$46.45 May 30, 30
China Underwriters	2 1/2		2.80			Dec.	None
China Fire Ins.	400					Dec.	[Final 80 bonus 80]—\$46.45 May 30, 30
H. K. Fire Ins.	1080					Dec.	[Interim 83 a/c 1929]—\$46.45 Mar. 30, 30
Shipping.							
Douglases	25 1/2					Dec.	Last dividend for 1929—Mar. 4, 30
H. K. Steamships	25 1/2					Dec.	[Int. ex. 5 1/2 on preferred]—\$46.45 June 19, 30
Indo-China (Pref.)			30			Dec.	Last dividend for 1929—May 3, 30
(Def.)			92			Dec.	[Int. 30 for 1929]—\$46.45 July 8, 30
Shell Transport	4 1/2		80/6			Dec.	\$4 for 1929—Mar. 15, 30
Union Waterways			92			Dec.	\$4 for 1929—Mar. 15, 30
Mining.							
Benguet			370			Dec.	[Interim 10 centavos]—\$46.45 June 30, 30
Kailan Mining Ad. 1/2			30/8			June	[Int. 10 for 1929]—\$46.45 June — 30
Langkat			9/8			Oct.	T. 6.50 for year 1929-30—May 3, 30
Shai Exploration	1.30					Dec.	None
Loans	9 1/2					Dec.	[Interim 7.025 a/c 1929]—\$46.45 July 1, 30
Raua	2 1/2					Mar.	[First interim 1 1/2 a/c year 1929-30]—\$46.45 Sep. 30, 30
Docks, Wharves, Godowns, &c.							
H. K. & W. Docks	35					Dec.	\$4 for 1929—Mar. 15, 30
China Provident (old)	5.15		2.05			Dec.	Last dividend for 1929—Sep. 19, 30
(new)						Dec.	[Interim 7.3 a/c 1929]—\$46.45 Sep. 19, 30
Hongkew	280		7.30			Dec.	T. 6.50 for 1929—Feb. 25, 30
N. Engineering	123					Apr.	T. 7 for year 1929-30—July 30, 30
Shanghai Docks							
Land, Hotels & Buildings.							
H. K. & S. Hotels	11.30		11 1/2			Dec.	\$0 cents for 1929—Apr. 7, 30
H.K. Lands (old)	7 1/2		7 1/2			Dec.	[Interim 8 1/2 a/c 1929]—\$46.45 Aug. 8, 30
(new)						Dec.	[Int. 10 for 1929]—\$46.45 July 31, 30
Shanghai Lands	605					Dec.	\$0 cents for 1929—May 1, 30
Humphreys			16			Dec.	[Interim 30 cents a/c 1929]—\$46.45 Sep. 4, 30
H. K. Realities	6.60					Dec.	\$4 for year 1929-30—July 31, 30
Chinese Estates			87			Feb.	
Cotton Mills.							
Ewo Cottons	12 1/2					Dec.	[Final 2 1/2 a/c 1929]—\$46.45 Mar. 17, 30
Shanghai Cotton			83			Apr. and Oct.	[T. 5.25 old] for half year 1929-30—May 29, 30
Zoong-Sing			10 1/2			June	T. 0.80 for year 1929-30—Pending
Public Utilities.							
H. K. Tramways	17.50		18			Dec.	[Interim 40 cents a/c 1929]—\$46.45 Aug. 27, 30
Peak Tram (old)	5.60		5.60			Apr.	[Int. 10 on old] for half year 1929-30—June 16, 30
(new)						Dec.	\$4 for 1929—Feb. 14, 30
Star Ferries	33					Dec.	[Int. 25 c/a, a/c yr. 1929-30]—\$46.45 May 15, 30
China Light (old)	25 1/2					Dec.	\$2.50 for 1929—Mar. 15, 30
(new)	24 1/2					Dec.	
H. K. Electric	78 1/2		28			Dec.	
Macao			11 1/2			June	None
Sandakan Lights	35 1/2					Dec.	[Int. 40 cents] a/c 1929—\$46.45 Aug. 1, 30
H.K. Tel. fully paid	92 1/2					Dec.	T. 0.

FARMERS TAXED OUT OF EXISTENCE.

How Civil War Kills Agriculture.

PROBLEM CHINA MUST FACE.

A Chinese resident of Peking was surprised, late this summer, when his servant brought word that a friend from the country had called to see him. The friend was a farmer who owned his own land, and whose family had owned the same land for centuries.

"What are you doing in Peking at this time of year?" he asked the farmer. "Is this not harvest time?"

The farmer nodded. "But that does not concern me," he said. "I am no longer a farmer. I am looking for work in the city."

"In the city," exclaimed the Peking resident. "Why, you have been a farmer all your life. What work would you do here?"

The farmer shrugged his shoulders. "Coolie work, any sort of work to earn an honest living," he replied. "It is no longer possible to earn food and clothing on my farm."

Tax-Collectors.

As the conversation continued, the Peking resident was astonished to learn that hundreds of farmers in the vicinity of Peking, in one of the most prosperous agricultural sections of China, were leaving their farms.

His friend explained: "The militiamen are taxing us out of existence. This has been a good year for crops, and we were hopeful, after many lean years. And our crops were good. But the tax-collectors watched us like hawks. When we got a little ahead, they came around and said we must pay war-taxes."

"We paid, and still managed to get a little ahead. Then the tax-collectors came again. We had to pay. But they came a third time, and took everything we had. That was the last straw. I left my land idle, and hundreds of my neighbours have done the same."

Impossible to Sell Land. "Did you try to sell your land?" he was asked.

"It is offered for sale, but there are no buyers," he replied.

"Nearly all the land in my neighbourhood is for sale, with no buyer. Why should anybody farm, when they can be soldiers or bandits. The harder we work, the more the tax-collectors take."

Reports from all parts of the north indicate that the farmers' revolt, which has been predicted for some time by astute Chinese observers, has finally taken definite shape. Thousands of farmers are leaving their land idle, selling it for

MAULED BY LIONESS

DRAMA ENACTED BEFORE EYES OF LARGE CROWD.

A keeper was severely mauled by an African lioness in a menagerie on Barry Island in the presence of a large crowd of people last month.

The keeper, Captain Bert Clark, of Lyndon Avenue, Kensal Rise, London, entered a cage containing two lionesses at the evening performance, and almost as soon as he stepped forward one of the animals

hurled herself upon him and buried her claws in his back.

The trainer, Sergeant Major David Barclay, M.C., D.C.M., of Edinburgh, who was standing nearby, rushed into the cage and succeeded in pacifying the animal.

He then carried Clark from the cage, and ambulance men belonging to the menagerie treated him before he was taken to the Barry Hospital, where he now lies.

Stitches had to be inserted in Captain Clark's back, and he had also scratches on his arms and side.

GERMAN UNEMPLOYMENT.

The official unemployment returns in Germany for Aug. 15 show a further increase by approximately 80,000 to a total of 2,845,000.

The number of short time workers also increased appreciably.

It is, however, confidently expected that the Government's programme for stimulating industry by awarding emergency contracts, which is already under way, will reduce these figures or at any rate will offset a further lengthening of the list of the unemployed.

a song if they can, and drifting away to do any odd jobs they can find.

The seriousness of this movement is apparent from the fact that three-quarters of all the people in China are farmers. Industrial development is just beginning, and the country must remain predominantly agricultural for a long time. But the military incubus has done its best to destroy agriculture, and has fairly succeeded.

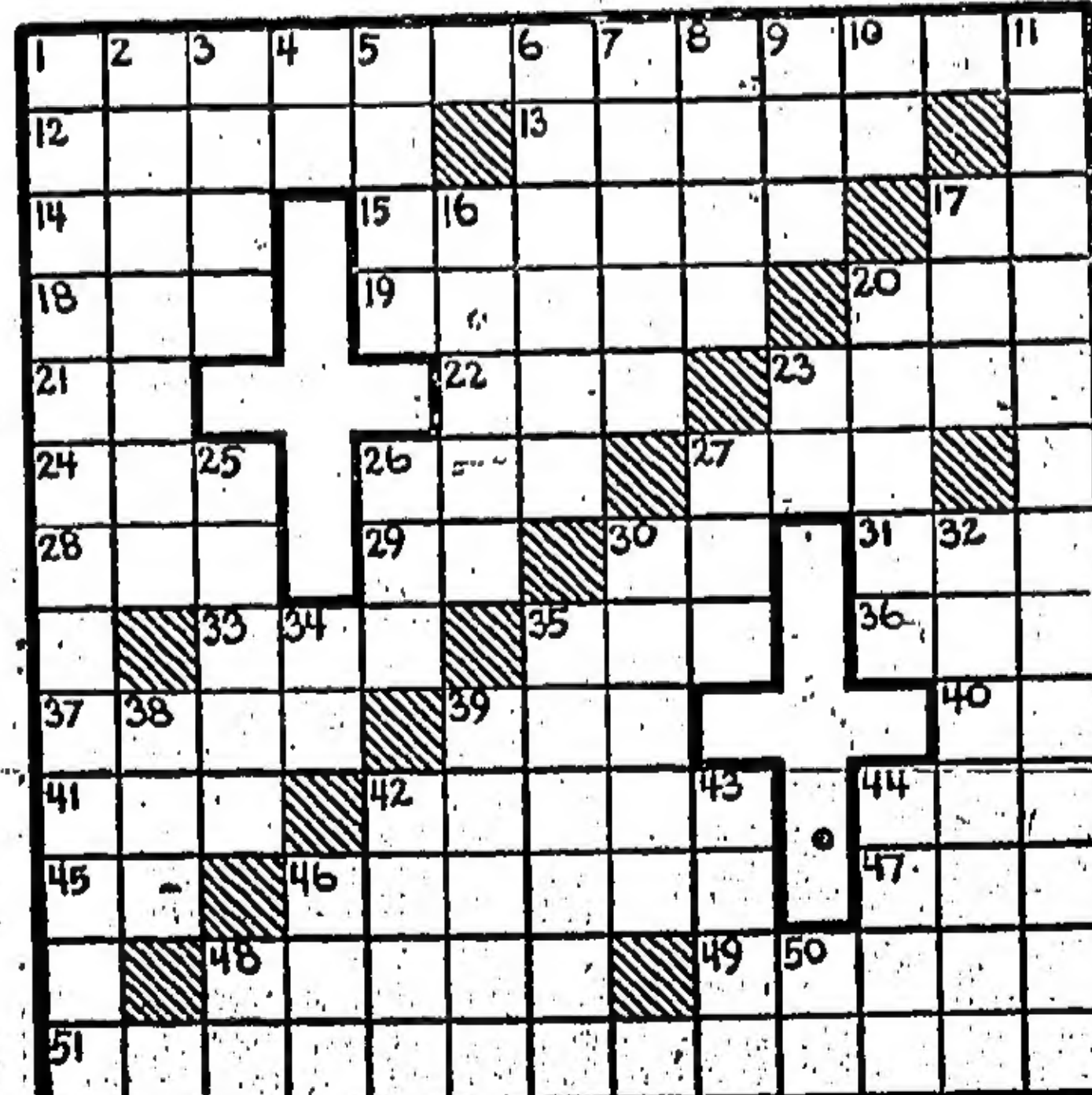
The cities are filling up with farmers, who pull rickshaws or do coolie work of all descriptions to earn their food and clothing. Some of them even beg. And hundreds of farms stand idle.

This situation offers a rich field for Communist agitators. Hundreds of thousands of Chinese farmers feel they have nothing to lose, and are ready to accept any change which will improve their condition.

Observers agree that this problem is the most serious which any organised Government in China must face, when civil wars spare time for considering any constructive projects.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert, but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and alto.)



HORIZONTAL

- 1-Unfolding.
- 2-Elephant.
- 3-A square land measure (pl.)
- 4-Run (verb).
- 5-African animal (pl.)
- 6-Deer (abbr.)
- 7-Deer (abbr.)
- 8-Consume.
- 9-Ancient city of Lower Egypt.
- 10-102 (Roman).
- 11-Paid (abbr.)
- 12-Reformed Church of America (abbr.)
- 13-Fruit.
- 14-A Portuguese coin.
- 15-Eon.
- 16-American poet.
- 17-Superlative ending (abbr.)
- 18-Prosperous (abbr.)
- 19-Jumbled type.
- 20-Patched.
- 21-Before.
- 22-Alcoholic beverage.
- 23-Golf term.
- 24-Jumbled type.
- 25-A nap in a ridge.
- 26-A head.
- 27-Plow.

HORIZONTAL (Cont.)

- 28-The chief minister of Abyssinia (abbr.)
- 29-Grade (abbr.)
- 30-Exit.
- 31-Gay.
- 32-Bind.
- 33-A type of hat.
- 34-One of a fabled race of giants (Gr. Myth.).
- 35-Public institution.
- 36-Paid (abbr.)
- 37-Fruit.
- 38-A Portuguese coin.
- 39-Eon.
- 40-American poet.
- 41-Superlative ending (abbr.)
- 42-Prosperous (abbr.)
- 43-Jumbled type.
- 44-Patched.
- 45-Before.
- 46-Alcoholic beverage.
- 47-Golf term.
- 48-Jumbled type.
- 49-A nap in a ridge.
- 50-A head.
- 51-Plow.

VERTICAL

- 1-Idols.
- 2-Advertisements (abbr.)
- 3-A college degree (abbr.)
- 4-Great moral advancement.
- 5-Massive.
- 6-Plaster (abbr.)
- 7-Top of anything.
- 8-Act.
- 9-Memorandum.
- 10-A monkey.
- 11-Fasten.
- 12-Pertaining to hair.
- 13-Musical note.
- 14-A black, hair-like fibre made from the palm.
- 15-Corridor.
- 16-A desert animal.
- 17-Plant that dies down after flowering.
- 18-Netherlands (abbr.)
- 19-Diminutive suffix (abbr.)
- 20-A church festival.
- 21-Thrust (abbr.)
- 22-1 am (abbr.)

(The solution of the above cross-word puzzle will appear in tomorrow's issue, along with a new cross-word puzzle.)

AN UNCONVENTIONAL MONARCH.

King of Bulgaria a Payer of Surprise Visits.

Sofia, Sept. 1.

King Boris of Bulgaria is no lover of ceremony. A surprise visit received by some of his subjects a few days ago is typical of his unconventional ways. Donning the uniform of an officer of the mercantile marine, King Boris left his palace at Euxinograd on the Black Sea and piloted his launch alone into the port of Varna. He ran the launch alongside the Bulgarian steamship "Bourgas," clambered aboard and walked about the ship watching the unloading operations unrecognised and unchallenged.

The Secret Out. Walking up to the bridge of the ship he encountered the captain who at once recognised him, saluted and stood to attention. The secret was then out, the news spread that the king was aboard the ship and a big crowd collected on the quayside. The King afterwards returned to his launch, headed it, to the cheers of the crowds, out towards the heavy seas that were running outside the harbour, and returned alone to the Royal Harbour at Euxinograd.—United Press.

RADIO

TODAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:—

5 p.m.—Chinese Programme.

7 p.m.—European Programme of Columbia Records selected and supplied by The Anderson Music Co.

Chamber Music.

Trio in D Minor—Schubert (Mendelssohn).

The Cherniavsky Trio, 3738.

The Broken Melody.

Drink to me only with thine eyes.

Cello Solo, 2127.

Gallanassie (Scott).

The Zephyr (Hubay).

Zimbalist, Violinist, 107.

Quartet in D (Tchaikowsky).

Lerner String Quartet, 1805.

7.30 p.m.—The Rev. Mr. H. R. Wells will give the seventh lesson from "Cantabrigia for Everyone."

8.10 p.m.—A Talk—The Beginnings of the Empire Overseas by Ernest Young B.Sc., Joint Author of "The Human Geographies."

Nocturne in E Flat (Chopin).

Squire Octet, 9142.

A Summer Night.

Doris Vane—Soprano, DX71.

Large (Vorchal).

Joseph Sziget—Violinist, 2097.

Tom Bowling.

William Heseltine—Tenor, DX60.

A Bright Morning on the Alps.

Instrumental Trio, 2345.

Homing—Muriel Brunsell.

Contralto, 3328.

Theme and Variations (Beethoven).

Viola Solo by Tertis, 2172.

On the Road to Mandalay.

Harold Williams, Baritone, 9045.

Invitation to the Valse.

Squire Octet, 96—8.

The Tempest (Parcell).

Norman Allan—Bass, 9929.

Weather Report, Local Time and Press.

Vaudeville Music.

Sunnyside Up—Selection.

Jack Payne and His B. C. Orch.

5659.

The Fly be on the Turn.

Harry Dearth—Baritone, DX60.

Singin' in the Rain.

My Song of the Nile.

Layton and Johnstone—

Duetists, 5650.

5650.

Hilo and Na Ali.

Instrumental Trio with

Saxophones, 1729.

Jolly Farm.

Banky—Doddle—I Do.

Leslie Saxony—Comedian, 5637.

Any Rags, Bottles or Bones.

Will anybody have a drink.

Jack Payne & His B. C. Orch.

5650.

I want to be Happy.

Ten for Two.

Ignara Troubadours, 2078.

The Man who broke the Bank at Monte

Carlo.

Two Lovely Black Eyes.

Charles Coburn, Entertainer,

5650.

Sing Ho, for the Days of Drinking.

Norman Long—Entertainer, 5150.

Around the Corner.

With my Guitar and You.

Ben Sylvan & His Orchestra, 2221.

Lonesome Little Doll.

Ragmuffin, Kyalophone Solo, 5640.

Daddy.

The M. P., Billy Bennett—Comedian,

5650.

10.30 p.m.—Close Down.

Note to Listeners.

A 2 minute Tuning-in signal

is now given 5 minutes before

every broadcast transmission.

Mr. Thumper—who was aspin-

gling to her husband's agony to be

a pianist—wakened him early one

morning, and exclaimed, "John—

John! There's a burglar, down,

stair! I just heard him bump

against the piano keys."

"By Jove!" her husband replied,

"I'll just run down."

"But—John, dear," she implored

him, "be careful not to do anything

rash, won't you?"

"Rash?" he said. "Of course,

I'll be careful. I'm only going to

give him a hand. Why the poor

blighter! I never was able to get that

piano away without some satis-

faction!"

CANON NEWBOLT.

DEATH AT THE AGE OF EIGHTY-SIX.

A London cable of September 12 reports the death, at the age of 86, of the Rev. W. C. E. Newbolt, Senior Canon of St. Paul's Cathedral.

After being educated at Uppingham School and Pembroke College, Oxford, Canon Newbolt became Curate of Wantage in 1888 and

two years later was appointed Vicar of Dymock, Gloucestershire. Thence he went in 1877 to Malvern Link to take a similar charge re-

maining there till 1887.

Meanwhile, in addition to distinguishing himself as a clear and forceful preacher, he published in 1883 a work and later other books, including "The Man of God."

He left Malvern Link to become Principal of the Theological College attached to Ely Cathedral and also Hon. Canon of Ely, and re-

mained there until 1890, when he was appointed a Canon of St. Paul's. Shortly afterwards he was also made Chancellor of the Cathedral.

In 1894 he was Select Preacher at Oxford and a year later was Boyle Lecturer. Among the other ecclesiastical offices which he held were those of Examining Chaplain to the Bishop of Ely (1892 to 1905) and Proctor in Convocation.

In the later years of his long period of service at St. Paul's a large scheme of reconstruction had to be undertaken to save the fabric of the Cathedral from decay, and in August, 1928, on the occasion of his 85th birthday, he said that the temporary loss of accommodation caused by the rebuilding had reduced the congregation from 3,000 to about 1,300.

He then spoke of the change in the attitude of people who visited the Cathedral. "They used to sit there," he said, "reading newspapers, eating sandwiches and talking. The open door and the tranquillity attracted them. They did not realise that the edifice was the House of God. But Londoners are better behaved now."

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MUSIC • DRAMA • FILMS.

AN INTERNATIONAL
FILM AGREEMENT.Straits Settlements for
American Group.

An agreement among talk-film concerns has been concluded in Paris, says an Amsterdam message. The participants on the one hand are the Kuchmeister International for Acoustics, Amsterdam, the Tonbild Syndicate, A.B.G., and Siemens-Halske and on the other, the American Electro-Technical Concern, Electrical Research Products Corporation (Western Electric), Radio of America, Photo Films and the principal producers of talking films. The American and Dutch-German talk-film interests have thus laid the base for the development of the talk-film industry and for an extension of operations on the whole world market. The Dutch-German concern has made arrangements with the leading French, Gaumont and other concerns. The Paris agreement provides for the division of the world's market into territories and countries in which both groups can work together in free competition on the basis of wholesale interchange of patents, the stopping of all pending lawsuits and the introduction of inter-exchange of films and apparatus.

Allocation of Areas.
The following countries (among others) have been allocated to the Dutch-German concern, in which it may operate exclusively: Italy, Dutch East Indies, Germany, Austria, Finland, Czechoslovakia, Yugoslavia, Bulgaria and Roumania.

To the American group these countries have been allotted: United States, Canada, Newfoundland, New Zealand, Straits Settlements, Australia, India and Russia. In all of the countries both groups will operate in free competition.

As regards Great Britain, a special pool arrangement has been concluded, according to which the income out of licences will be divided in a proportion satisfactory to both parties. This pool agreement will go on for four years, and after that period Great Britain will become a so-called free country for both parties.

A general 15-year agreement, which is still being worked out in detail by legal advisers, has also been provisionally concluded.

TALK-FILMS.

MUSICIANS AND WORKERS OUT
OF EMPLOYMENT.

The sweeping advance made by talking-pictures in London is spreading all through the provinces, where many theatre managers are perturbed by the invasion, although they regard the new form of entertainment as only a temporary rival.

For instance, in Birmingham the advent of talk-films has thrown about 350 skilled musicians and a large number of general workers out of employment.

There are 74 cinemas in the city. Four others are being built, and three more are planned, while the domain of vaudeville is about to be invaded at the Grand Theatre, a nine-months preliminary lease of which has been acquired by Universal Pictures, Ltd.

Birmingham retains four theatres for "legitimate" production and two for variety, otherwise it is a "Cinema City."

In Nottingham one theatre and one music-hall have been converted into picture houses; there are now 24 picture houses in the city, one legitimate theatre, and one music-hall.

The opinion that the domination of the cinemas will become even more absolute was expressed by Mr. F. Carlton, honorary secretary of the Manchester Cinema Exhibitors' Association, who said to a Daily Mail reporter:

"So many theatres are going over to talk-films that soon only the biggest theatrical productions will be in demand. The smaller theatres will probably all go over to films before long, with the result that small revues and variety companies will be driven off the road."

One of the most striking changes in Ireland is the turn-over of the Theatre Royal, Dublin, to talking pictures. The Theatre Royal has long been the musical revue and variety theatre.

Tax Blamed.
In the opinion of Sir Oswald Stoll, the entertainment tax is at present the worst enemy that the entertainment industry has to contend against. He said to a Daily Mail reporter: "The amount of the receipts from the public paid to the Treasury by almost every management would provide a satisfactory profit if it could be retained."

A West End theatre manager said: "Talking pictures, like other new entertainments introduced in recent years, have rather tended towards a

HUMMING AS VOICE
IMPROVER.Hint to Music Teachers:
Change of Voice.

Mr. Cyril Winn, his Majesty's Inspector, Board of Education, speaking at the summer course in music teaching at Oxford, said:

"People who teach in elementary schools in Britain are better off than those in secondary schools, where they never seem to have a moment to themselves. When the school age is raised to fifteen I hope we shall have better opportunity for culture, and much more musical and dramatic work in the new regime. At present the only outlet for the adolescent seems to be the picture-house. This is an awful pity. Musical and dramatic work are excellent outlets for the emotions of the adolescent as well as adults. If these emotions do not have outlets in the right way they will in the wrong way, therefore it is part of our job to see these things are attended to."

"Ordinary people have not yet been given a change in music. We have had a Beggar's Opera, so why shouldn't we have a Dustman's Opera or a Butcher's Opera. Quite possibly there are embryo Wagners or Schuberts in our elementary schools as well as Gracie Fields, so that with our advanced musical methods there is no reason why a dustman who has learnt music at an elementary school and has a flair for melody-making should not write a dustman's opera."

Value of Humming.
"One fool-proof method of teaching singing is to make children hum. You cannot make a mistake or do harm with humming. The value and beauty of really soft tone seems to have gone, for you hear very little of it these days. Most singing is a sort of muddy mezzo-forte. It sometimes gets loud and strident, but seldom really pianissimo, but you can always get it by humming, and you can also take off to any vowel from humming without strain. It is fatal to practise always on the vowel sound. Do you all know that sort of curious sound which we get in village choirs where everything is coloured by it? It is not music, I don't know what you could call it except a sort of horrible bleating noise."

Touching on modal scales, Mr. Winn said he had discovered a curious fact regarding them, although he had not fully proved it. This was that so-called tone-deaf children who cannot sing an ordinary scale can sing modal scales.

"I have tried many times to get these tone-deaf children to sing a scale, starting at D," he said; "in nearly all cases they have sung the modal scale."

The Change of Voice.
As regards the difference between girls' and boys' voices Mr. Winn said: "It is little short of criminal that when we make them sing in parts we give the boys the lower part and the girls the higher. Boys about eleven years of age are at their best in the upper regions. Nearly all our songs are written too low, certainly for boys' voices. If you are doing part songs, or descants, boys must have the upper parts. The old masters realised this and wrote accordingly. When boys get to the age when their voices change I do not think any harm is done by letting them go on singing, provided, of course, they are not allowed to strain their voices. I think it an awful shame that boys should give up their singing. So often they never take it up again, and that, I think, is partly why it is so difficult to get men into choirs and choral societies."

"Girls, too, have a corresponding stage to the boys change of voice, when they get husky and breathless. It is a purely natural thing, and we cannot help or improve it. We can only see that they do not strain their voices, and just let them go on singing and making rather funny sounds in their husky breathless way until it passes."

Mr. Winn gave his audience of teachers some humorous singing exercises which convulsed them with laughter. "Jove," he shouted, "that sounds like the lost chord, but we ought to get a little fun out of the exercises. We have instead of sticking on the dull stodge ones in the way we are apt to do."

topsy-turvy-dom in the older established forms of entertainment, but from this the theatre is emerging very well and maintains an enviable position among all the newest forms of entertainment."

Even the variety stage, which everyone thought dead, is coming into its own as the rescuer of different talk-film programmes. Any number of cinemas are engaging a regular series of turns.

It is the depressed state of this country which has generally prevented the theatres and music-halls from reaping themselves the new competition as easily as they otherwise would have done.

MISSIONARIES BAR
"MOVIES."Veterans Still Preaching
Against Theatres.

Peking, Sept. 3.
While American "talkies" are making rapid strides in China, and new theatres are being opened in the larger cities at frequent intervals, a little band of old-fashioned American missionaries are fighting a rear-guard action against the advent of moving pictures, which they consider wicked.

Most of the younger missionaries do not oppose theatre-attendance, and even go themselves on occasion. But two or three hundred veteran missionaries, many of them in the remote interior of China, are still preaching against theatres, and warn their Chinese converts that they risk divine disapproval by attending the "talkies" or "movies."

The point of view of the "bitter-enders" among the missionaries is expressed in a letter to the "North China Star," American-owned newspaper in Tientsin, from Marcey Dittmanson, an American missionary in Inyi, a city in the interior of Honan province. Mr. Dittmanson writes as follows:—

A Novel Standpoint.
"I think you have a fine paper, but it is made to please men and not God, as most magazines and newspapers are nowadays. In your paper I think God dislikes the theatre advertisements and pictures. I suppose you do get money by putting them in, but you get it in a wicked way."

"There is as much harm done by putting them in as it is for a saloon-keeper to give people beer and whisky, because by advertising the theatres you get people who perhaps have never gone to a theatre to get interested in them and little by little they are led farther from Christ. By going to the theatres, does it lead them nearer to Christ?"

"No matter how many times you searched the world you would not be able to find any 'movie star' that could compare with Jesus Christ in kindness, greatness or anything. By advertising these different theatres, you only get people to lose their lives in sin."

"The Second Commandment says 'Thou shalt not take the name of the Lord thy God in vain; for the Lord will not hold him guiltless who taketh his name in vain.' This not only means we should not swear or say things we should not say, but by writing in words or pictures what is wicked."

"We should rather try to keep people from going to movies and theatres. You call Charles Chaplin and some of the movie people great, but they are not a kind of great people. People who fear and honour God are the true kind of great people."

Tool of the Devil.
"You have quite a good newspaper, but I think it has too much movie stuff in it. I am not criticising your paper. I am just saying that the theatre is a tool of the devil to draw people away from Christ."—United Press.

ADVICE TO SINGERS.

VALUE OF MEDIOCRE VOICES.
Mrs. Henderson, wife of Mr. A. M. Henderson, organist to the University of Glasgow, speaking at the Oxford Music Conference, said astounding things could be done with the mediocre voice.

People with good voices were so often content that they did not worry further, with the result that people with mediocre voice who made the best of themselves, often came out on top.

"There are very few good singers who will last," she continued, "for the simple reason that they will not spare the time to do the spade work, wanting to sing before their voices are ready. The result is there are more fine instrumentalists than singers to-day. But training in speaking will help in singing."

Massage for Vocal Chords.
"If you have throat trouble and lose your voice, instead of resting it completely, hum up and down just a little. This acts as a kind of massage to the vocal chords, and the voice usually returns quicker than if left alone."

Dr. Adrian Boult, the B.B.C. musical director, said that a healthy sort of nervousness was a necessity at performances. No great artist had been able to go on a platform without feeling nervous, but there were two kinds of nervousness. The great thing not to do was to arrive too early at the concert hall, or go on the platform before it was necessary.

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GIRLS' WALK IN
SHORTS.French Gendarme's
Objection.

London, July 30.

Shorts and silk pullovers may be all very well for the Thames river girls or the belles on Brighton beach, but English holiday-makers in Brittany must be more careful, as two London girls who have just returned from a stay in Rochenuef, a village near St. Malo, have found.

One of them is Miss Phyllis Morgan, aged 19, daughter of the Town Clerk of Acton, and her companion was Mrs. Edith Bowie, aged 20, wife of the Rev. W. T. Bowie, an Acton Baptist minister.

The day before leaving for England they were walking down the tiny main street of Parame towards St. Malo in shorts and silk pullovers, when they attracted the attention of a gendarme, who decided that such a costume would not do for Brittany.

Miss Morgan said that when she and her friend were stopped they were taken to the police station, where the Commissioner pointed out that the village had a law which forbade anyone wearing in the village such costumes as they had—white shorts and silk pullovers—without a wrap.

"The law," she said, "evidently referred to bathing costumes, and, although we stated that our dress was not a bathing costume he insisted that 'at least it was similar.'"

"We told him that we had been walking through all parts of the district in our costumes, and had not been stopped but he allowed us to go only on the understanding that we went straight back to our hotel."

39 MOVIE "EXTRAS."

LOSE SUIT FOR WAGES
AGAINST PRODUCER.

Manila, August 28.

The suit filed some time ago by the bureau of labour with the municipal court in behalf of 39 American movie "extras," who sought to collect their allegedly unpaid salaries from Petronilo Tolentino, proprietor of Central Film Producer, pioneer movie picture corporation of this city, has been dismissed by Judge Jose Bernabe, of the first branch of the municipal court.

The judge, after going over the evidence, both oral and documentary, presented by both sides, ruled that the plaintiffs had no cause of action. It was ruled that the plaintiffs, veterans and well-known clidmers, did not actually work for the defendant.

The plaintiffs, in whose behalf the production of a locally made film, "The Tragic Death of General Luna," was dragged into court, numbered 39. They sought to collect P831.50 at P8.50 each.

The veterans alleged that they were hired to "fight" before the camera on June 4, in connection with filming of war scenes in the production in question purporting to re-enact Filipino-American battles during the Filipino insurrection. Without any legitimate cause, it was further alleged, the "extras" were not used at all. They were not paid either.—Manila Bulletin.

SMILING SCION



Charles Farrell in the Fox Movietone Musical Comedy, "Sunny Side Up," for the Queen's from Thursday.

The Clyde Trustees approved an expenditure of £24,000 as the first step in widening and deepening the Clyde at Clydebank in connection with the construction of the new £26,000,000 Cunarder.

The fishwives of Cullercoats, in Northumberland, this year made a record collection of £156 for the Royal National Lifeboat Institution.

HOLY ROSARY.

ANNUAL CELEBRATIONS IN
KOWLOON.

IMPRESSIVE SERVICES.

The Rosary Church, Kowloon, was the venue of a gathering of thousands of Roman Catholics of the Colony yesterday afternoon, to take part in the impressive religious ceremony held in celebration of the feast of Our Lady of the Holy Rosary.

Four Masses were said in the morning, each being well attended and large numbers of the faithful took Holy Communion. The last morning service was a Pontifical Mass at which His Lordship Bishop H. Valtorta officiated, assisted by the clergy.

The afternoon celebrations opened with the recitation of the Holy Rosary in the little Kowloon Church which was filled to capacity, and many of the faithful had to follow the prayers in the ground outside the Church.

Following came the procession in which the statue of Our Lady of the Holy Rosary was solemnly borne shoulder high through the streets surrounding the Church. The procession was headed by the Band of the St. Louis Industrial School, whilst the Band of the Portuguese Philharmonic Society led the large body of the faithful who brought up the rear.

After the procession, the celebrations were brought to a close by a sermon in the Church and the Benediction of the Most Blessed Sacrament.

LESSON SERMON.

FIRST CHURCH OF CHRIST,
SCIENTIST, HONG KONG.

"Unreality" was the subject of the Lesson-Sermon in all the Churches of Christ, Scientist, on Sunday, October 5.

The Golden Text was: "Turn us again, O God of hosts, and cause thy face to shine; and we shall be saved." (Psalm 80: 7).

Among the citations which comprised the Lesson-Sermon was the following from the Bible: "No man can serve two masters; for either he will hate the one, and love the other; or else he will hold to the one, and despise the other. Ye cannot serve God and mammon." (Matt. 6: 24).

The Lesson-Sermon also included the following passage from the Christian Science textbook, "Science and Health, with Key to the Scriptures," by Mary Baker Eddy: "Either Spirit or matter is your model. If you try to have two models, then you practically have none. Like a pendulum in a clock, you will be thrown back and forth, striking the ribs of matter and swinging between the real and the unreal." (p. 360).

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GRIM TRAGEDY OF THE AIR

(Continued from Page 7.)

manded the R34 in its flight from England to the United States and back in 1919 and Colonel Richmond, who designed the R101. All three flew to Canada this summer aboard the R100.

Flight Lieut. Irwin commanded the R33 and R36 in 1920. He is an Irishman.

Squadron Leader Johnston was navigator to the Air Secretary in the first Imperial Airways flight to India and back in 1927.

Mr. Gilbert was a member of the airship mission to South Africa, Australia, New Zealand and India in 1927. He organised the meteorological services for the airship flights to Canada and the Egypt-India route.

R101 recently had an extra section embodied, increasing the gas capacity by about half a million cubic feet, making the length 770 feet. It had the most spacious passenger accommodation of any airship yet built, located in two decks, consisting of a large saloon, a lounge with a raised promenade at either end, and a separate dining room seating fifty persons. A novel feature was a fireproof smoke room.

Roomy Cabins.
The cabins were roomy. The kitchen was electrically equipped. The whole colour scheme was white and gold with curtains of blue.

R101 was also the first airship equipped with engines burning heavy oil fuel, one of the main features of the official policy of "safety first."

The flying crew consisted of five officers and 37 men, who wore the newly-designed dark blue uniform. The personnel was entirely civilian, with the exception of Wing Commander Colmore, Flight Lieut. Irwin, and one N.C.O.

The known survivors include Mr. Leech, a foreman engineer of the Royal Airship Works, who served in the Naval Air Service, airship section, in wartime; Mr. Bell, an engineer, who was a member of the R33 breakaway crew; Mr. Disley, the wireless operator, who went to Canada on the R100; Mr. Binks, engineer, who joined the R33 in 1925. The engineers Messrs. Cook and Savory and the rigger Mr. Radcliffe, also survivors, had no previous flying experience.—Reuter.

The First News.
London, Yesterday.
After Reuter's agency had flashed the first news of the airship tragedy, one of the first messages reporting the disaster to the Air Ministry came from one of the survivors, Disley, who after escaping from the burning airship managed to reach a telephone and tell the Air Ministry that R101 flew into a hill.

The airship's last message, transmitted at 1.50' in the morning reported her position as two kilometres north of Beauvais, which was forty miles north of Paris, travelling at a very low altitude owing to the atmospheric conditions. It ends with this pathetic note:—"At the moment, the passengers, after an excellent meal and enjoying a number of cigars, are getting ready to go to bed."

The Tail Breaks.
Beauvais, Yesterday.
It is now confirmed that there are only eight survivors of the R101. Thirty-two bodies have been recovered.

Leech, interviewed, says that the tail broke when the airship fell. The pilot vainly tried to pull the airship upwards. As she dipped, the front section of the airship crashed into an orchard, and the rear part fell into an adjoining wood.

An inextricable mass of debris of all sorts covers a wide area. The inhabitants of neighbouring villages rushed to the spot in motor-cars, on horses and bicycles, but were unable to approach the wreckage owing to the flames.

A strong force of gendarmes is guarding the wreckage to prevent activities by souvenir hunters.

Salvage Work.
The French Air Minister, M. Laurent Eynac, has arrived, and saluted the victims on behalf of the French Government. The grim work of salvage began at daylight, when firemen and gendarmes forced their way into the mass of debris and extricated a number of bodies, naked, charred, contorted and unrecognisable. These were placed on stretchers laid in a row by a hedge.

A metal saw and the blowpipes of the salvage party kept up an incessant din.

The eighth survivor is a rigger named Church. It is stated in the local hospital that none of the eight survivors' lives is in danger. Leech, Brinks and Bell, who left hospital after being bandaged, returned later and are now fast asleep.

Hitherto forty-seven bodies have been recovered, of which only fifteen are likely to be identifiable.

their country, also the injured survivors.—Reuter.

Lord Thomson.
[Christopher Birdwood Thomson, the soldier-diplomat who became a Labour peer and Minister, was born in 1875 and is the son of Major-General Thomson. Educated at Cheltenham College and the Royal Military College, Woolwich, he entered the army in 1894. He fought in the Mashonaland campaign and the South African war, being promoted brevet-major for his services. In 1902 he was appointed instructor at the School of Military Engineers, Chatham. After a term in West Africa in 1906-7 he passed through the Staff College in 1910-1 and held a post in the War Office from 1911 to 1914, during which period he witnessed the Balkan wars as representative of the British army.]

When the world-war broke out, he was gazetted to the general staff in France, but in 1915 was appointed military attaché and chief of the military mission in Roumania.

When Labour came into power in 1924, Thomson, who was a member of the Labour party, was raised to the peerage by Ramsay MacDonald and appointed Secretary of State for Air. He became an enthusiast on the subject and set himself to master the technicalities of flying. He was very popular with his subordinates.

Sir Sefton Brancker.
[Air Vice-Marshal Sir William Sefton Brancker, K.C.B., had a distinguished career and was a recognised authority on aviation. He had been Director of Civil Aviation, Air Ministry, since 1922. Born on March 22, 1877, he was the eldest son of the late Col. W. G. Brancker, C.B. Educated at Bedford and the Royal Military Academy at Woolwich he received a Commission in the Royal Artillery in 1895, and served in the South African war with the Horse and Field Artillery and later in India. He held various staff appointments until 1912.]

His first connection with flying was as military observer on a flight in India in 1911 and after a brief term in the War Office was appointed Deputy of Military Aeronautics in 1914. He was Director of Air organisation from 1916 to 1917 and commanded the R.F.C. in the Middle East towards the end of 1917.

Retiring in 1919 with a view to generally developing commercial aviation he was made British representative of the International Commission of Air Navigation, and was chairman of the racing committee of the Royal Aero Club. He was gazetted Air Vice-Marshal in 1924.]

Major Scott.
[Major Scott was navigator of the R100 when, early in August, it flew from London to Montreal and back.]

AMUSEMENTS

AT THE **QUEEN'S** FINAL SHOWINGS
TO-DAY At 2.30, 5.10, 7.15 & 9.20.

HERE'S THE GREAT DRAMATIC THRILL OF THE YEAR!

JOHN GILBERT

—in a magnificent drama of conflicting loves... his finest role



Redemption
FRED NIBLO'S production with Renee Adore, Conrad Nagel, Eleanor Boardman
A Metro-Goldwyn-Mayer ALL TALKING PICTURE

COMING SHORTLY

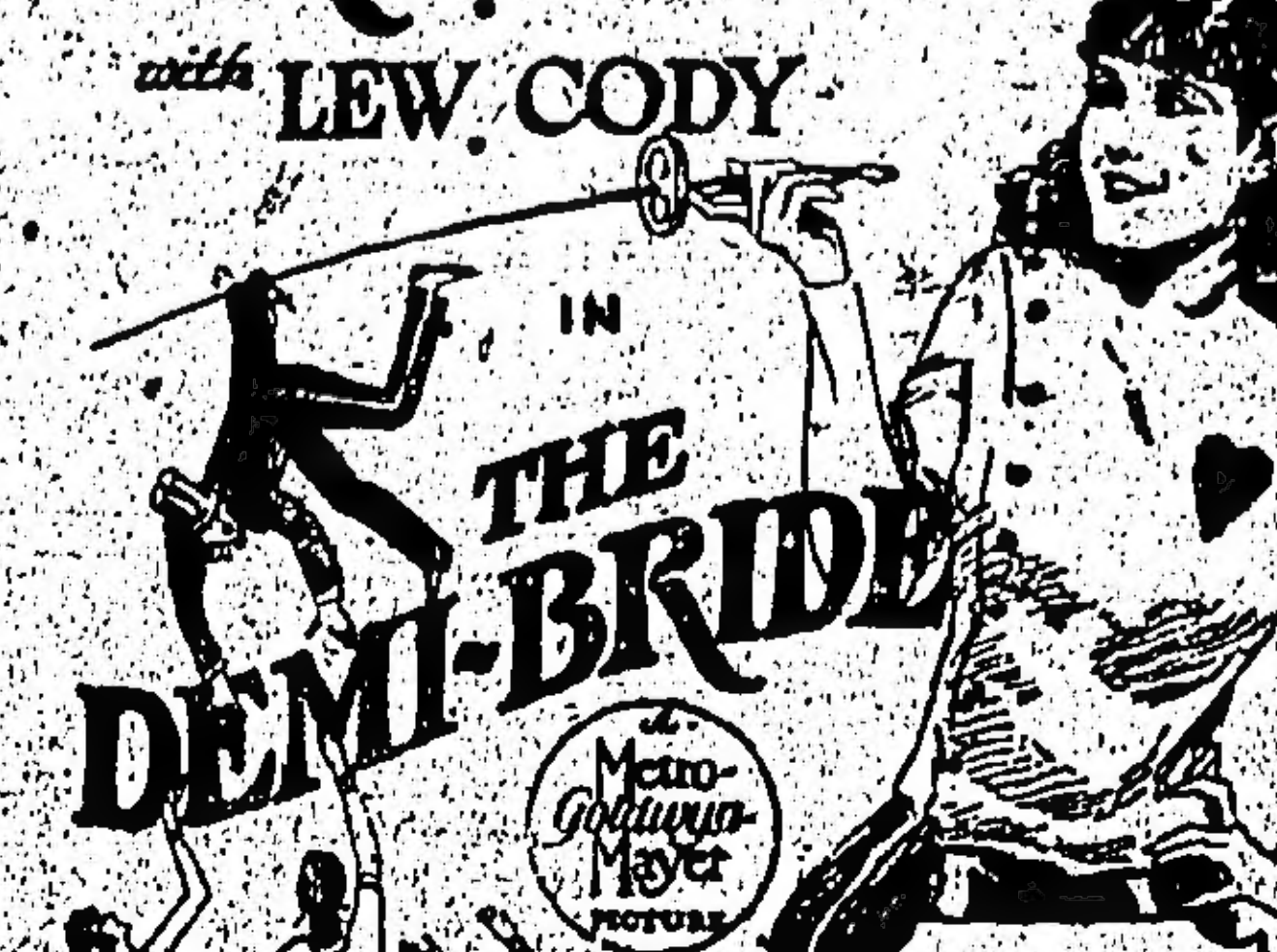


SUNNY SIDE UP
original songs, story & dialog by DE SYLVA BROWN & HENDERSON... with JANET GAYNOR & CHARLES FARRELL
Directed by DAVID BUTLER

THE CHINESE DRAMA

"TWO BUTTERFLIES"
AT THE WORLD TO-DAY TO WEDNESDAY At 2.30, 5.15, 7.15 & 9.20 (Interpreter at all performances)

NORMA SHEARER
with LEW CODY



THE DEMI-BRIDE
AT THE STAR FINAL SHOWINGS TO-DAY AT 5.30 & 9.20

CENTRAL THEATRE

To-day at 2.15, 5.10, 7.15 & 9.20 p.m.



Girls!

Gary Cooper's here on seven days leave! He's appearing in his first starring picture. He wants to meet you all. Come and see how he looks in bits. Come and see him in the greatest Gary Cooper role you've ever even imagined!

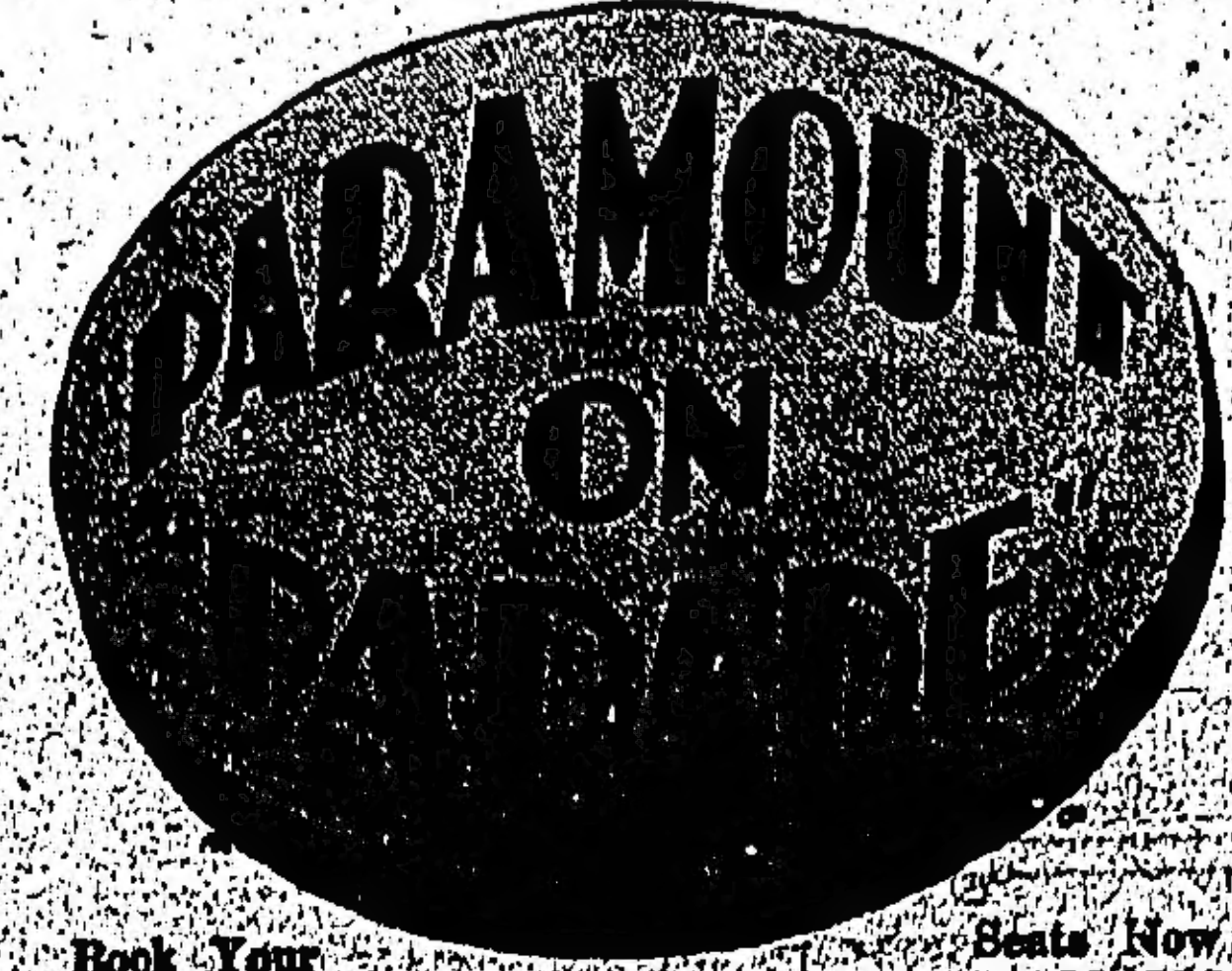
GARY COOPER
"Seven Days Leave"

A Paramount Picture

See him as a gallant, fighting man of mystery. Hear his attractive drawing voice as he speaks words of love or war.

Paramount Comedy & Newsreel

NEXT CHANGE, THURS., OCT. 9



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THE VANISHING PIONEER
An historical film of majestic power & story by ZANE GREY
To-day & To-morrow 2.30, 5.30, 7.20 & 9.20 p.m.
WITH JACK HOLT WILLIAM POWELL
AT THE MAJESTIC NATHAN ROAD, KOWLOON.